

Appendix 4.8-B

**Historic Resources Intensive Survey, Evaluation
and Effects (1/16/2013) and Addendum
(5/17/2013)**

***HISTORIC RESOURCES INTENSIVE SURVEY, EVALUATION,
AND EFFECTS, SOUTH COAST RAIL PROJECT***

***Canton, Stoughton, Easton, Raynham, Taunton, Berkley,
Lakeville, Freetown, New Bedford, Fall River***

Southeast Massachusetts

Virginia H. Adams
John J. Daly
Kathleen M. Miller
Jenny Fields Scofield
Quinn R. Stuart
Allison Cahoon

Prepared for: Vanasse Hangen Brustlin, Inc.
99 High Street, 10th Floor
Boston, Massachusetts 02110

Prepared by: PAL
26 Main Street
Pawtucket, Rhode Island 02860

January 2013

MANAGEMENT ABSTRACT

The Massachusetts Department of Transportation (MassDOT) is planning for the South Coast Rail Project in Canton, Stoughton, Easton, Raynham, Taunton, Berkley, Lakeville, Freetown, New Bedford, and Fall River within Southeastern Massachusetts. PAL prepared this report in support of the Final Environmental Impact Statement (FEIS) / Final Environmental Impact Report (FEIR) for the U.S. Army Corps of Engineers (USACE) and the MassDOT. The report presents the results of the historic resources intensive survey, National Register of Historic Places (National Register) and State Register of Historic Places (State Register) eligibility evaluation completed by PAL for the Stoughton Electric Alternative and the Whittenton Electric Alternative. The Area of Potential Effect (APE) for historic properties encompasses direct (construction) and indirect (atmospheric, noise, vibration, visual (setting), and traffic) effects, including a corridor that measures at least 400 feet from either side of the right-of-way center line with proposed 22-foot tall catenary, and up to 400 feet from the boundary of a proposed grade crossing, station, traction power, or other facility parcel. The report encompasses historic properties that are National Historic Landmarks (NHL), or that are listed or determined eligible for listing in the State and National Registers, and updates information about these historic properties in the cultural resources reports for the Draft Environmental Impact Statement (DEIS) / Draft Environmental Impact Report (DEIR). It also includes an intensive survey and eligibility evaluation of historic resources identified for further study in the cultural resources reports for the DEIS/DEIR. The intensive historic resources survey identifies all historic properties (those properties listed in or eligible for inclusion in the State and National Registers) within the APE of the South Coast Rail project Preferred Alternative. The survey methodology consists of background research, field survey, eligibility evaluation, and completion of Massachusetts State Historic Preservation Office (MA SHPO)/ Massachusetts Historical Commission (MHC) inventory forms for the selected historic resources.

The intensive survey resulted in the identification of 19 historic areas/districts and 43 individual properties that are listed in or previously determined eligible for listing in the National Register, including 1 NHL. An additional 20 historic areas/districts and 23 individual properties are recommended as eligible for State and National Register listing. The USACE and the MA SHPO will review this information to reach a Consensus Determination of Eligibility for the National Register for these historic properties. Twenty properties were found ineligible for the National Register, one property has been demolished, and one property is now outside the APE. The report also presents the results of an update and assessment of the effects of the South Coast Rail Project on all district and individual historic properties from the DEIS/DEIR. Project effects are assessed for a combined total of 39 historic areas/districts and 66 individual properties. The USACE and MassDOT will use the information on the historic properties in the report to finalize a Determination of Effect, undertake consultation, and develop mitigation under Section 106 of the National Historic Preservation Act and related state laws.

Table of Contents

Management Abstract.....	i
INTRODUCTION	1
1.1 Report Scope	1
1.2 Project Description	1
1.3 Project Authority	3
1.4 Integration of Previous Reports	3
1.5 Project Personnel.....	4
1.6 Disposition of Project Materials	4
METHODOLOGY	5
2.1 Project Goals	5
2.2 Area of Potential Effect	6
2.3 Archival Research	6
2.4 Field Survey.....	7
2.5 Inventory Forms.....	7
2.6 National Register Criteria for Evaluation	7
2.7 State Register of Historic Places	8
2.8 Information Presentation	8
NATIONAL REGISTER AND/OR STATE REGISTER LISTED	9
3.1 Canton Summary of Historic Properties.....	10
3.1.1 Historic Districts	10
3.1.2 Individual Properties	10
3.2 Stoughton Summary of Historic Properties.....	11
3.2.1 Individual Properties	11
3.3 Easton Summary of Historic Properties	12
3.3.1 National Historic Landmarks (Districts and Individual Properties).....	13
3.3.2 Historic Districts	13
3.3.3 Individual Properties	14
3.4 Raynham Summary of Historic Properties.....	15
3.5 Taunton Summary of Historic Properties	15
3.5.1 Historic Districts	15
3.5.2 Individual Properties	18
3.5.3 Local Historic Districts (State Register Only)	25
3.6 Berkley Summary of Historic Resources.....	26
3.7 Lakeville Summary of Historic Properties.....	26
3.8 Freetown Summary of Historic Properties.....	26

3.8.1	Historic Districts	26
3.8.2	Individual Properties	27
3.9	New Bedford Summary of Historic Resources.....	27
3.9.1	Historic Districts	27
3.10	Fall River Summary of Historic Resources	29
3.10.1	Historic Districts	29
3.10.2	Individual Properties	33

INTENSIVE SURVEY AND NATIONAL REGISTER EVALUATION RESULTS..... 37

4.1	Canton Historic Resources Intensive Survey	37
4.1.1	Areas/Districts Recommended National Register Eligible	37
4.1.2	Individual Properties Recommended National Register Eligible	39
4.2	Stoughton Historic Resources Intensive Survey	41
4.2.1	Areas/Districts Recommended National Register Eligible	41
4.2.2	Individual Properties Recommended National Register Eligible	42
4.3	Easton Historic Resources in Intensive Survey	43
4.3.1	Areas/Districts Recommended National Register Eligible	43
4.4	Raynham Historic Resources Intensive Survey	45
4.4.1	Areas/Districts Recommended National Register Eligible	45
4.4.2	Individual Properties Recommended National Register Eligible	46
4.4.3	Historic Resources Not Eligible for National Register	46
4.5	Taunton Historic Resources Intensive Survey	47
4.5.1	Areas/Districts Recommended National Register Eligible	47
4.5.2	Individual Properties Recommended National Register Eligible	51
4.5.3	Historic Resources Not Eligible for National Register	52
4.6	Berkley Historic Resources Intensive Survey	54
4.6.1	Areas/Districts Recommended National Register Eligible	55
4.6.2	Individual Properties Recommended National Register Eligible	55
4.7	Lakeville Historic Resources Intensive Survey	56
4.7.1	Areas/Districts Recommended National Register Eligible	56
4.7.2	Individual Properties Recommended National Register Eligible	56
4.7.3	Historic Resource Not Eligible for National Register	57
4.8	Freetown Historic Resources Intensive Survey	57
4.8.1	Areas/Districts Recommended National Register Eligible	57
4.8.2	Individual Properties Recommended National Register Eligible	58
4.8.3	Historic Resource Not Eligible for National Register	58
4.9	New Bedford Historic Resources Intensive Survey.....	58
4.9.1	Areas/Districts Recommended National Register Eligible	59
4.9.2	Individual Properties Recommended National Register Eligible	59
4.9.3	Historic Resources Not Eligible for National Register	62
4.10	Fall River Summary of Historic Resources	63
4.10.1	Areas/Districts Recommended National Register Eligible	63
4.10.2	Individual Properties Recommended National Register Eligible	64
4.10.3	Historic Resources Not Eligible for National Register	67

4.11 Historic Resources Demolished or Outside of APE	70
4.11.1 Demolished	70
4.11.2 Outside of Project APE	71
4.12 Summary of Historic Resources by Community	72
4.12.1 Canton	72
4.12.2 Stoughton	72
4.12.3 Easton	72
4.12.4 Raynham	73
4.12.5 Taunton - Summary of Project Effects	73
4.12.6 Berkley	73
4.12.7 Lakeville	73
4.12.8 Freetown	74
4.12.9 New Bedford	74
4.12.10 Fall River	74

PROJECT EFFECTS AND MITIGATION..... 75

5.1 Stoughton Alternative and Whittenton Alternative	76
5.1.1 Stoughton Alternative	76
5.1.2 Whittenton Alternative	77
5.2 Effects to Historic Properties	78
5.2.1 Direct Impacts	78
5.2.2 Indirect Impacts	79
5.3 Stations	82
5.3.1 Canton Center	82
5.3.2 Stoughton	82
5.3.3 North Easton	83
5.3.4 Easton Village	83
5.3.5 Raynham Place	84
5.3.6 Taunton	84
5.3.7 Dana Street	84
5.3.8 Taunton Depot	85
5.3.9 King's Highway	85
5.3.10 Whale's Tooth	85
5.3.11 Freetown	85
5.3.12 Fall River Depot	86
5.3.13 Battleship Cove	86
5.4 Layover Facilities	86
5.4.1 Wamsutta	87
5.4.2 Weaver's Cove East	87
5.5 Summary of Project Effects	88
5.5.1 Stoughton Alternative	88
5.5.2 Whittenton Alternative	89
5.6 Mitigation	89
5.6.1 Process and Regulations	89
5.6.2 Avoidance	90

5.6.3	Minimization	90
5.6.4	Mitigation	90

References	93
-------------------------	-----------

APPENDICES

A.	Lists of National Register Listed, Determined Eligible, and Recommended Eligible Historic Properties, and Project Effects
B.	USGS Quadrangle Maps Showing Location of National Register Listed, Determined Eligible, and Recommended Eligible Historic Properties
C.	Project Aerial Maps Showing Location of All Properties Surveyed, including National Register Listed, Determined Eligible, and Recommended Eligible Historic Properties
D.	Photographs of National Register Listed and Determined Eligible Properties
E.	Historic Properties Surveyed and Eligible, Forms and Evaluation Sheets
	E-1 AREAS (<i>alphabetical by community</i>)
	E-2 Individual Properties (<i>alphabetical by community</i>)
F.	Historic Resources Surveyed and Not Eligible, Forms Out of APE or Demolished
G.	List of Terms and Acronyms
H.	Correspondence



List of Figures

Figure No.	Description	Page
Figure 1-1.	Stoughton Alternative and Whittenton Alternative Project Alignment.....	2



List of Tables

Table No.	Description	Page
Table 3-1.	Summary of National Register Listed and Determined Eligible Historic Properties	9
Table 4-1.	Summary of Historic Resources Intensive Survey and National Register Eligibility Evaluations.....	38
Table 5-4	Stoughton Alternative – Summary of Effects	90
Table 5-5.	Whittenton Electric Option – Summary of Effects.....	91

1

Introduction

1.1 Report Scope

This *Technical Report, Historic Resources Intensive Survey, Evaluation, and Effects, South Coast Rail Project, Southeast Massachusetts* addresses historic properties within the Stoughton Electric Alternative and the Whittenton Electric Alternative of the Massachusetts Department of Transportation's (MassDOT) South Coast Rail Project (Figure 1-1). PAL prepared this report in support of the Final Environmental Impact Statement (FEIS) / Final Environmental Impact Report (FEIR) for the U.S. Army Corps of Engineers (USACE) and the MassDOT. The report presents the results of the historic resources intensive survey, including National Register of Historic Places (National Register) and State Register of Historic Places (State Register) eligibility evaluations and assessment of project effects under Federal and State laws and regulations. The survey encompasses Stoughton Line, Fall River Secondary, New Bedford Main Line, Whittenton Branch, and Attleboro Secondary railroad right-of-way segments in the communities of Canton, Stoughton, Easton, Raynham, Taunton, Berkley, Freetown, Lakeville, New Bedford and Fall River. It present results for the entire Stoughton Electric Alternative, as well as for the Whittenton Electric Alternative.

1.2 Project Description

The South Coast Rail Project FEIS/FEIR evaluates two alternatives: Stoughton Electric Alternative and the Whittenton Electric Alternative. The Stoughton Alternative would provide commuter rail service using electric powered locomotives from South Station through Stoughton to New Bedford and Fall River using the Stoughton Line, New Bedford Main Line and Fall River Secondary. The Whittenton Alternative would use the Whittenton Branch and a segment of the Attleboro Secondary. Train service would be provided from South Station to Fall River and to New Bedford by extending the existing Stoughton Line service. Out-of-service track would be restored from Stoughton Station to Dean Street in Taunton. Trains would use the New Bedford and Fall River lines to reach the terminal stations. For the Stoughton Alternative, track infrastructure improvements would be required along the Stoughton Line, the New Bedford Main Line, and the Fall River Secondary Line. The Whittenton Alternative would also require improvements along the Whittenton Branch, and a portion of the Attleboro Secondary. Overhead catenary and supporting electrical system infrastructure would be required. A frontage road would be constructed in Stoughton to eliminate grade crossings and a new grade separation would be built at Route 138 in Raynham. An 1.6 mile-long trestle would be constructed in Raynham and Easton within the Hockomock Swamp (from approximately Foundry Street south to the Raynham Dog Track). The project plans include rail right-of-way,

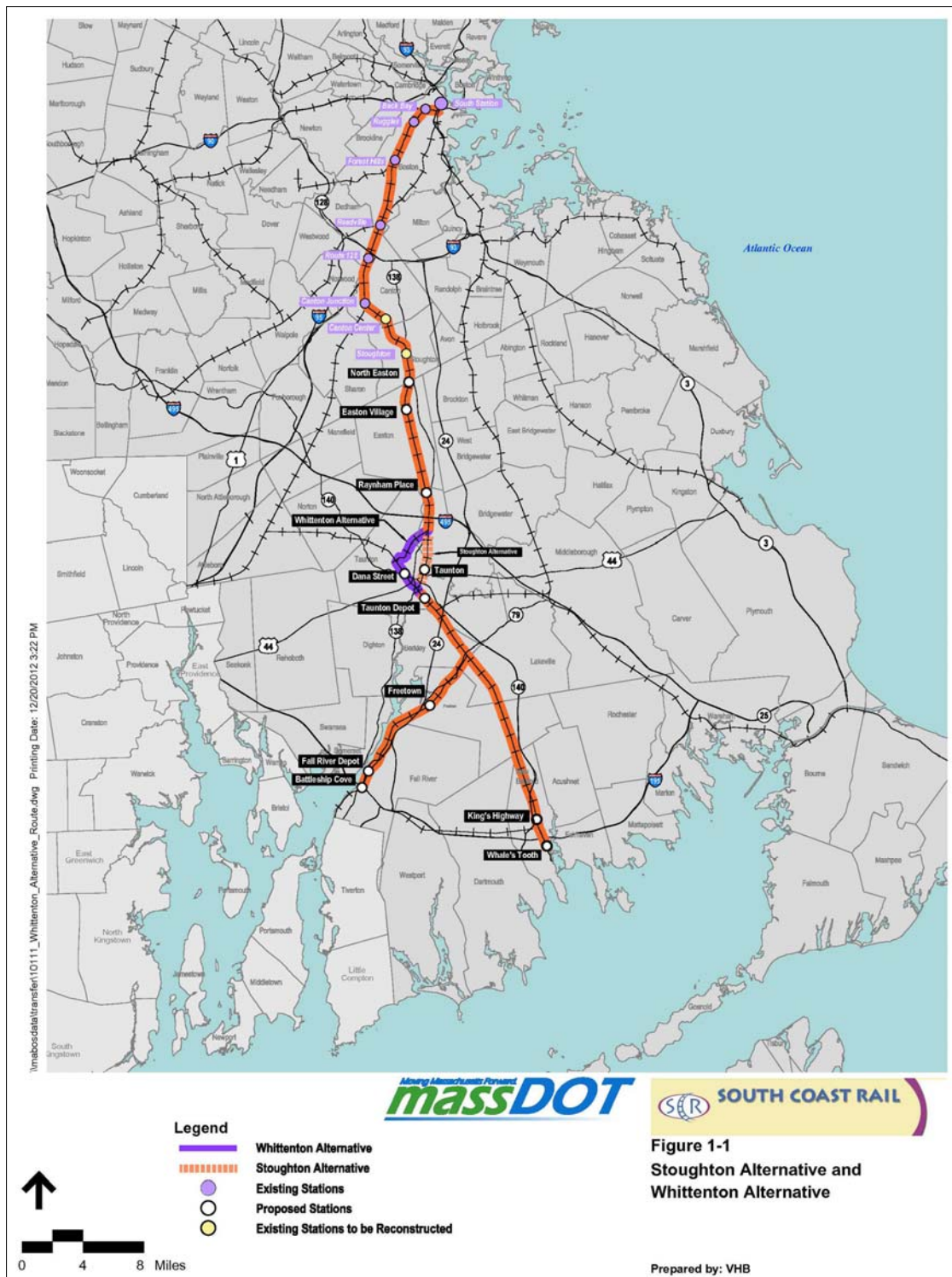


Figure 1-1. Stoughton Alternative and Whittenton Alternative Project Alignment.

existing and new stations, catenary and traction power facilities, layover and maintenance facilities, and utilities and construction staging areas.

New stations for the Stoughton Alternative include: North Easton at the Stoughton/Easton town line; Easton Village in Easton; Raynham Place in Raynham; Taunton and Taunton Depot in Taunton; Freetown in Freetown; Fall River Depot and Battleship Cove in Fall River; and King's Highway and Whale's Tooth in New Bedford. The Whittenton Alternative would not use the Taunton Station, but would substitute the Dana Street Station in Taunton. Additional project information is in Chapter 5.

1.3 Project Authority

The USACE, as the lead federal agency for the South Coast Rail Project, has compliance responsibilities regarding cultural resources under Section 106 of the National Historic Preservation Act (NHPA) as amended, the regulations of the Advisory Council on Historic Preservation (ACHP) at 36 CFR 800, the USACE's Appendix C (Historic Properties), 33 CFR 325; the National Environmental Policy Act (NEPA); and Section 4(f) of the Department of Transportation Act. MassDOT serves as the lead state agency and is responsible for identifying and evaluating properties, and determining project effects in accordance with MGL Ch. 9 Sections 26-27C, as amended; 950 CMR 71.00, 950 CMR 70.00 and the Massachusetts Environmental Policy Act (MEPA).

The historic resources intensive survey, evaluation, and effects assessment for the South Coast Rail Project was undertaken in accordance with the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23) and the MHC historic resources survey standards. The survey complies with the standards of the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23), The Standards of the Massachusetts State Register of Historic Places (State Register), and the National Park Service (NPS) guidelines for assessing eligibility for listing in the National Register, specifically *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*.

1.4 Integration of Previous Reports

This report updates relevant information on historic properties previously listed in or determined eligible for listing in the National and State Registers, as well as those recommended for listing, that were discussed in the cultural resources reports prepared for the Draft Environmental Impact Statement (DEIS) / Draft Environmental Impact Report (DEIR) (USACE 2011), *Cultural Resources Reconnaissance Survey South Coast Rail Project, Volumes I and VI* (Cherau et al. 2009a and 2009b) and *Volumes III, IV, and V* (Adams et al. 2009b, 2000c, and 2009d), *Supplemental Cultural Resource Reconnaissance Survey, South Coast Rail Project, Volumes I and III* (Adams et al. 2009a and 2009e). For the purposes of the eligibility evaluations, it incorporates by reference and the Historic Contexts included in Volume I of those reports. The

effects assessment updates and refines the analysis presented in the *Environmental Consequences Report, Cultural Resources* for the DEIS/DEIR (PAL and VHB 2009).

1.5 Project Personnel

The historic resources intensive survey for the South Coast Rail Project Preferred Alternative was conducted from November 2012 to January 2013. PAL staff involved in the survey included Deborah Cox (project manager); Virginia H. Adams (senior architectural historian); John J. Daly (industrial historian); and Jenny Fields Scofield, Kathleen M. Miller, and Quinn R. Stuart (architectural historians). The staff was assisted by Allison Cahoon (assistant architectural historian). All project supervisory personnel meet the professional qualification standards as outlined in the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716).

1.6 Disposition of Project Materials

All project information (field recording forms, maps, photographs) is currently on file at PAL, 26 Main Street, Pawtucket, Rhode Island.

2

Methodology

2.1 Project Goals

The purpose of the historic resources intensive survey is to identify all historic properties (those properties listed in or eligible for inclusion in the State and National Registers) within the APE of the South Coast Rail Project Stoughton Alternative and Whittenton Alternative. The USACE and MassDOT will use this information to determine the effects of the South Coast Rail Project Preferred Alternative on historic properties.

The specific tasks involved in the intensive survey were to:

- update information about historic properties that are National Historic Landmarks (NHL), or that are listed or determined eligible for listing in the State and National Registers that was in the cultural resources reports for the DEIS/DEIR (Adams et al. 2009a, 2009b, 200c, 2009d; Cherau et al. 2009a, 2009b);
- conduct an intensive survey and evaluation of historic resources identified for further study in the cultural resources reports for the DEIS/DEIR (Adams et al. 2009a, 2009b, 200c, 2009d; Cherau et al. 2009a, 2009b); and
- update and assess the effects of the project on all district and individual historic properties from the environmental consequences discussion for the DEIS/DEIR (PAL and VHB 2009; USACE 2011).

To achieve these goals, the strategies employed consisted of archival research, field survey, eligibility evaluation, and effects assessment. The intensive survey methodology included additional background research, field survey, and analysis to establish the integrity, historical context, and National Register significance criteria met for each resource. Intensive survey efforts included careful assessment and evaluation of area boundaries in defining eligible historic districts. The intensive survey is intended provide sufficient information for a Consensus Determination of Eligibility for listing in the National Register for areas/districts and individual properties.

2.2 Area of Potential Effect

As defined in the ACHP's regulations, the Area of Potential Effect (APE) for a project is the geographic area or areas within which an undertaking may directly, indirectly or cumulatively cause changes in the character of historic properties that make them eligible for listing in the National Register, if any such properties exist [36 CFR 800.2(c)]. A direct impact APE is established to include the geographic area in which historic properties would be altered or otherwise used by construction activities or impacts related to project operations. An indirect impact APE typically consists of a larger area where visual, auditory, pollution, vibration, and/or other types of environmental impacts resulting from an undertaking might affect the qualities for which a historic property is eligible or listed in the National Register.

The APE for the South Coast Rail Project was discussed in the cultural resources reconnaissance survey report for the DEIS/DEIR (Cherau et al. 2009a) and further defined by the USACE in the DEIS/DEIR Volume I, Chapter 4 – Affected Environment and Environmental Consequences (Section 4.8.1.2.) (USACE 2011). The historic resources intensive survey for the Preferred Alternative was conducted for properties within an APE defined as at least 400 feet from either side of the rail corridor center line, 250 feet from the perimeter of a proposed facility boundary, and 400 feet from a proposed grade crossing, road, or intersection centerline. The APE extends around the perimeter of historic districts. This APE addresses the potential for atmospheric, noise, physical modification or demolition, traffic, vibration, or visual (setting) impacts, which are factors with potential to cause effects to historic above-ground properties. Refer to previous project reports for further discussion on the APE. The South Coast Rail Project Preferred Alternative APE is shown on maps in Appendices B and C in this report.

2.3 Archival Research

Archival research built on the existing information collected, and the historic contexts written, for the South Coast Rail Project cultural resources reconnaissance survey (Adams et al. 2009e and Cherau et al. 2009a). Information on previously State and/or National Register listed or determined eligible properties was updated through review of the National Register Information System (NRIS) of the National Park Service (NPS) as well as the Inventory of the Historic and Archaeological Assets of the Commonwealth, the Massachusetts Cultural Resource Information System (MACRIS), and the National Register and State Register files maintained by the MHC. Other archival materials were collected and reviewed as appropriate to understand the history, construction dates, and specific historical context for areas/districts and individual properties. This information included local histories, historical maps and photographs, census data, town records, property histories, cultural resources management reports, and interviews. Sources consulted are referenced in the MHC Inventory forms prepared for the intensive survey.

Copies of the great majority of the National Register nominations and Inventory forms are available online through the NRIS (<http://www.nps.gov/nr/research/>) and MACRIS (<http://mhc-macris.net/>) websites, and are, therefore, not included as appendices to the report.

2.4 Field Survey

A walkover/drive-over field visit was conducted for each area/district and individual property in the intensive survey for the South Coast Rail Project Preferred Alternative APE. These resources included properties accessible from public ways, those not readily visible from public ways, and those accessed via rail corridors (CSX, MassCoastal and MBCT). A team of architectural historians visited most of the properties, and a team including an industrial historian visited properties with railroad, transportation, or industrial history and function. Visual information recorded about individual resources during the reconnaissance survey or on pre-existing MHC forms was updated and expanded upon. Notes were taken including massing, materials, scale, alterations, landscape features, and setting. Digital photographs were taken of all resources, their setting, and of streetscapes and key and representative buildings within areas/districts. Viewshed photographs toward the right-of-way were taken. All historic resources and area/district boundaries were recorded on aerial maps of the project area.

The 800 foot APE (400 feet from either side of the rail right-of-way centerline) was expanded in select locations to encompass the extent of identified areas. In these instances, individually significant historic properties located more than 400 feet from the right-of-way were included in the survey if they were within the identified areas. Historic railroad corridors within the proposed alternatives were also treated as survey areas and are listed in the respective area/district tables. Within those areas, noteworthy individual railroad-related structures (those that based on size, resource type, and age would be contributing to any potential district) are listed in the individual property tables for their respective alternatives.

2.5 Inventory Forms

Massachusetts inventory forms were completed for all properties in the historic resources intensive survey incorporating field and research information. Most properties were recorded in new forms. A few properties have recent, well documented forms that were updated with new photographs on continuation sheets.

2.6 National Register Criteria for Evaluation

The State and National Register eligibility evaluation of properties in the intensive survey used the National Register Criteria for Evaluation in order to evaluate the significance of historic resources and make a recommendation for State and National Register eligibility or ineligibility. Eligibility recommendations for the historic resources report were based on visual data collected during fieldwork, property specific research, the town historical context, and the

relevant property specific historic context. A National Register Eligibility Sheet was completed for each property found to be eligible.

The National Register criteria (36 CFR 60) are the standards for evaluating the significance of resources as established by the National Park Service (NPS), Department of the Interior. The criteria are designed to guide the evaluation of potential entries for the National Register. The NHL eligibility criteria (36 CFR Part 65.4) are similar to the National Register criteria, but apply to properties of national significance.

The National Register criteria state that, “the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction; or
- D. that have yielded, or may be likely to yield information important in prehistory or history.

2.7 State Register of Historic Places

The State Register is maintained by the MHC as a comprehensive listing of the buildings, structures, objects, and sites that have received local, state, or national designations based on their historical or archaeological significance. It includes all properties that are NHLs, listed in the National Register, formally determined eligible by the NPS for inclusion in the National Register, local historic districts, local historic landmarks, and properties for which the MHC holds a preservation restriction.

2.8 Information Presentation

The survey results in Chapters 3 and 4 are presented north to south by rail corridor and community. In order to maintain consistency with the DEIS/DEIR studies, map identification numbers have not been changed. One new district/area and one new individual property, both in New Bedford, have been added. These are resources located within a larger area that was found during the intensive survey to be ineligible for the State and National Registers.

3

National Register and/or State Register Listed and Determined Eligible Properties

Chapter 3 presents information on the historic properties within the APE for the Preferred Alternative that were previously listed in or determined eligible for listing in the State and National Registers. One property, the Quechechan River Bridge in Fall River (Map ID FR.084) has been determined eligible through consensus by the MHC and MassDOT since the DEIS/DEIR survey, and has therefore been added to this group. A summary of the number of identified historic properties in each category – NHL, National Register listed, or National Register determined eligible – is presented in Table 3-1. All properties discussed in this chapter are listed in Appendix A, Table 3-2 and are shown on project maps in Appendices B and C. Photographs of these properties are included in Appendix D.

Table 3-1. Summary of National Register Listed and Determined Eligible Historic Properties.

City/Town	Historic Property Type	National Register Listed or Determined Eligible	Total For City/Town
Canton	Areas/Districts	1	3
	Individual Properties	2	
Stoughton	Areas/Districts	0	3
	Individual Properties	3	
Easton	Areas/Districts	2*	3*
	Individual Properties	1	
Raynham	Areas/Districts	0	0
	Individual Properties	0	
Taunton	Areas/Districts	4	26
	Individual Properties	22	
Berkley	Areas/Districts	0	0
	Individual Properties	0	
Lakeville	Areas/Districts	0	0
	Individual Properties	0	
Freetown	Areas/Districts	1	2
	Individual Properties	1	

New Bedford	Areas/Districts	2	5
	Individual Properties	3	
Fall River	Areas/Districts	9	20
	Individual Properties	11	
Totals	Areas/Districts	19*	62*
	Individual Properties	43	

* Includes one district designated as a National Historic Landmark.

3.1 Canton Summary of Historic Properties

The following are descriptions of the districts and individual properties identified during the survey in Canton as either listed in or determined eligible for listing in the National Register. No properties within the APE in Canton have been designated as National Historic Landmarks (NHLs).

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that two individual properties and one historic district within the APE have been previously determined eligible for National Register listing by the MHC. No districts or individual properties have been listed in the National Register.

3.1.1 Historic Districts

3.1.1.1 Canton Center Area (Map No. Ca.H)

The Canton Center Area (MHC No. CAN.L) is located adjacent to the Stoughton Line right-of-way at Canton Center Station. The area was determined eligible for National Register listing as a historic district in 1991 by the MHC, which indicated that more information was needed to complete a nomination and determine boundaries (MHC 1991; Viens 1993). Canton Center is encompassed in the Washington Street Commercial and Institutional Area (Map No. Ca.C), which is eligible for National Register listing and is discussed in Chapter 4 – Intensive Survey and National Register Eligibility Results.

3.1.2 Individual Properties

3.1.2.1 Canton Public Library (Map No. Ca.006)

The Canton Public Library (MHC No. CAN.078) is located at 786 Washington Street, approximately 600 feet north of the Stoughton Line right-of-way, within the Canton Center and Washington Street Commercial and Institutional areas. It is a one-story, cruciform-plan building constructed in 1901, with later additions within three arms of the cross. It has a hipped copper roof with shallow dome, limestone and brick walls, and a projecting entryway, all with elaborate Classical details. The library was designed by the noted Boston architectural firm

Winslow and Bigelow, and is unique in Canton for its architectural style and quality of design and materials. In 2001, the MHC determined that the building is eligible for individual listing in the National Register at the local level under Criteria A and C for its associations with the development of the Canton municipal library system and as a well-preserved example of a Classical Revival-style library.

3.1.2.2 Forge Pond Railroad Bridge (Map No. Ca.007)

The Forge Pond Railroad Bridge (ca. 1845, 1887, 1890) (MHC No. CAN.906) carries the Stoughton Line right-of-way over a short waterway connecting Forge Pond and Kinsley Pond. The single span stone arch and reinforced concrete bridge measures 32 feet long overall with a 17 foot wide barrel arch. It is divided into two sections. The 28 foot-long rubble stone arch west section was constructed by the Stoughton Branch Railroad in 1845. In 1887, the Boston & Providence Railroad, which had by then acquired the line, strengthened the arch with a lining of unreinforced concrete using what was known as the "Beton Process." This specialized concrete and application had been developed in France in 1856 and used in the United States for after ca. 1870. When the Stoughton Line was double tracked in 1809 the bridge was extended east 13 feet using conventional granite block masonry construction. The Forge Pond Railroad Bridge was surveyed in 1988 and recommended eligible for listing in the National Register as one of the earliest examples of the use of concrete to strengthen a stone arch (Stott 1988). It has since been added to MassDOT's Historic Bridge Inventory and has been determined eligible through consensus of the MHC and MassDOT (MassDOT 2012). It meets National Register Criterion C at the local level as an unusual example of the Beton process and an early use of concrete for structural purposes (MassDOT 2012).

3.2 Stoughton Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Stoughton as either listed in or determined eligible for listing in the National Register. No properties within the APE in Stoughton have been designated as NHLs.

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that no districts and three individual properties within the APE have been listed in the National Register or previously determined eligible.

3.2.1 Individual Properties

3.2.1.1 Stoughton Town Hall (Map No. St.023)

The Stoughton Town Hall (MHC No. STG.12) is located at 10 Pearl Street, approximately 400 feet northeast of the Stoughton Line right-of-way and 600 feet from Stoughton Station. The town hall is a two-story, five-bay-wide, brick, Romanesque Revival style building designed by Samuel J.F. Thayer of Boston and constructed in 1881. The building is in good condition and

retains its original mass, architectural ornamentation, and materials. Known alterations are limited to the removal of a porte cochère. The Stoughton Town Hall was determined eligible for National Register listing by the MHC in 1988 (MHC 1988). It meets Criteria A and C at the local level for its association with the late-nineteenth-century development of Stoughton and as a high style example of Victorian period public architecture, designed by notable Boston architect Samuel J.F. Thayer (Holmes 1968; Petruzzo 1988). The town hall is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

3.2.1.2 Stoughton Old Colony Railroad Station (Map No. St.025)

The Stoughton Old Colony Railroad Station (MHC STG.44) is located at 45-47 Wyman Street at the Wyman Street railroad crossing, and serves the Stoughton Line. The station is a Romanesque Revival style granite building with a slate shingled roof, clock tower, and front portico. It was designed by Charles Brigham, architect of the Classical Revival style addition to the Massachusetts State Capitol, and constructed in 1888. The station is in good condition and is essentially unaltered. The Stoughton Old Colony Railroad Station was listed in the National Register in 1973, under Criteria A and C at the local level. It meets Criterion A for its association with the nineteenth century expansion of the railroad network in Southeastern Massachusetts and as a prominent historic public building in Stoughton. Under Criterion C, the building is significant as the only surviving example of a historic railroad station with a tower in Massachusetts, as an important example of the work of Charles Brigham, and as a well-preserved example of the Romanesque Revival style (Lebovich 1973; Petruzzo 1987b).

3.2.1.3 Lucius Clapp Memorial Library (Map No. St.026)

The Lucius Clapp Memorial Library (MHC No. STG.11) is located at 6 Park Street, approximately 600 feet northeast of the Stoughton Line right-of-way at Stoughton Station and the Wyman Street crossing. The library is a one-story, three-bay-wide, Classical Revival style brick building designed by Walter Atherton and constructed in 1903. It retains its original slate roof, granite foundation, and Indiana limestone trim as well as its characteristic Classical details, including arched windows with keystones, and a pedimented entrance portico with paired columns. A plaque on the building (MHC No. STG.900) commemorates the property as the site of the first public schoolhouse in Stoughton. The Lucius Clapp Memorial Library was listed in the National Register in 1992 at the local level under Criteria A and C for its associations with the development of Stoughton and as a well-preserved example of the Classical Revival style as applied to civic structures (Petruzzo 1992). It is also located within the National Register eligible Downtown Stoughton Area (Petruzzo 1987a; Map No. St.B).

3.3 Easton Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Easton as either listed in or determined eligible for listing in the National Register.

The H.H. Richardson Historic District of North Easton, which is an NHL, is also discussed below.

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that two districts and one individual property within the APE have been listed in the National Register or previously determined eligible. Of these, one district has been designated as an NHL.

3.3.1 National Historic Landmarks (Districts and Individual Properties)

3.3.1.1 H.H. Richardson Historic District of North Easton NHL (Map No. Ea.D)

The H.H. Richardson Historic District of North Easton is a discontinuous NHL district of five properties containing Richardson Romanesque style buildings designed by Henry Hobson Richardson: the Oliver Ames Free Library (1877), Oakes Ames Memorial Hall (1879), Ames Gate Lodge (1880) and Ames Gardener's Cottage (1884) at Langwater, and the Old Colony Railroad Station (1881). The library and memorial hall are located on Main Street, approximately 400 feet west of the proposed Easton Village Station on the Stoughton Line, and the Old Colony Railroad Station is located immediately north of the proposed station abutting the rail right-of-way. The gate lodge and cottage on the Langwater property are located off Elm Street, 0.3 miles east of the Stoughton Line right-of-way. H.H. Richardson designed all five buildings under commission from the grandchildren of Oliver Ames, founder of the Ames Shovel Company, and they are all within the North Easton Historic District (described below). Frederick Law Olmsted designed the landscape of the Ames Gate Lodge and Gardener's Cottage property, and the Oakes Ames Memorial Hall, which includes a park across Main Street known as The Rockery/Olmsted Memorial Cairn.

The H.H. Richardson Historic District of North Easton was designated as an NHL in 1987 and possesses national significance under Criterion C as an important collection of Richardson's work, and for the integration of Richardson's buildings within landscape settings designed by Frederick Law Olmsted. The properties within the H.H. Richardson Historic District also meet National Register Criterion A at the local level as part of the North Easton Historic District (Pitts 1991). The Old Colony Railroad Station is additionally listed in the National Register as an individual property (Wardwell 1973; see description below).

3.3.2 Historic Districts

3.3.2.1 North Easton Historic District (Map No. Ea.B)

The North Easton Historic District (MHC No. EST.E and EST.B) is a 500-acre area that encompasses the Stoughton Line right-of-way between Main and Elm streets, and the proposed Easton Village Station. The district includes approximately 160 buildings and six landscapes that date from the late eighteenth to the early twentieth century. The Ames Company Shovel

Shop complex located adjacent to the proposed Easton Village Station contributes to the physical core of the district and generated the economic and land use stimulus that caused the majority of the historic development of the area. The district consists primarily of former Ames Company mill buildings that were originally connected to the extant millponds and the railroad; streets of worker housing; peripheral estates of Ames family members; and high style civic buildings, of which many were commissioned by the Ames family. The North Easton Historic District was listed in the National Register under Criteria A and C in 1972 for its associations with the Ames family, development of North Easton, and local rail-served industry; and for its excellent collection of eighteenth- and nineteenth-century architecture and landscape design, which includes the work of Henry Hobson Richardson and Frederick Law Olmsted (Brown 1972).

The documentation for the North Easton Historic District does not contain a comprehensive inventory of contributing and non-contributing resources within it or a description of the character-defining features of the setting, and does not elaborate upon the district's multiple themes of significance. For these reasons, other evaluations of the district or specific features within it have been completed as needed and all historic properties and landscape settings within the district should be considered as potentially contributing resources. An MHC area form was completed for the Queset-Main Street Area (MHC No. EST.R) in 2003 as a proposed amendment to the district that identifies the significance of the cultural landscape comprised by the properties along the west side of Main Street. There are additionally five properties within the district that have state preservation restrictions. The Stoughton Line right-of-way (is not identified as a contributing element of the North Easton Historic District. However, the track structure – including bridges, cuts and fills, retaining walls, and signal infrastructure – is important to the setting of the district, particularly the Ames Company Shovel Shop complex, and to the setting of the Old Colony Railroad Station (Map No. Ea.003), which is part of the H.H. Richardson Historic District of North Easton NHL (Pitts 1991; see above).

3.3.3 Individual Properties

3.3.3.1 Old Colony Railroad Station (Map No. Ea.003)

The Old Colony Railroad Station is located on the east side of the Stoughton Line right-of-way between the Oliver Street grade crossing to the north and the proposed Easton Village Station to the south. The station was constructed in 1881 and exhibits a number of hallmarks of H.H. Richardson's Richardsonian Romanesque architectural style, including a flared hip roof with large wooden support brackets, granite construction with brownstone trim, and large, segmental arch windows on the center bays of each side elevation. The wood framing members of the windows and support timbers under the porte cochère are decorated with carvings of snarling wolves' heads. The ticket window on the west side of the building projects out in a semicircular bay, and is glazed with fixed curved panes and multiple "bull's-eye" panes. The building is currently owned by the Town of Easton and houses the collections and offices of the Easton Historical Society. The North Easton Railroad Station was individually listed in the

National Register in 1972, and is a contributing property in the H.H. Richardson Historic District NHL and the North Easton Historic District. The building individually meets National Register Criteria A and C at the national level for its associations with the historic transportation system and development of North Easton and the Ames family, and as a prominent example of H.H. Richardson's architectural design (Wardwell 1971).

3.4 Raynham Summary of Historic Properties

A review of NRIS and MHC records conducted during the archival research phase of the survey indicated that no districts or individual properties within the APE in Raynham have been designated as NHLs, listed in the National Register, or previously determined eligible.

3.5 Taunton Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Taunton as either listed in or determined eligible for listing in the National Register. A discussion of one Local Historic District (LHD) is also included below.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that 4 districts and 22 individual properties within the APE have been listed in the National Register or previously determined eligible. No districts or individual properties have been designated as NHLs.

3.5.1 Historic Districts

3.5.1.1 Taunton Multiple Resource Area (MRA) (Map No. Ta.C)

The Taunton MRA (MHC No. TAU.P) includes 5 National Register Historic Districts and 87 properties individually listed in the National Register. The boundaries of this National Register MRA are the city limits of Taunton. The South Coast Rail project APE for the preferred alternative encompasses 1 historic district and 19 individual properties included in the Taunton MRA. These resources are the Whittenton Mill Complex (Map No. Ta.G), Dean-Hartshorn House (Map No. Ta.018), Old Colony Railroad Station (Map No. Ta.019), William Woodward House (Map No. Ta.020), Charles R. Atwood House (Map No. Ta.021), Theodore Dean House (Map No. Ta.022), C.J. H. Bassett House (Map No. Ta.023), Abiezar Dean House (Map No. Ta.028), Neck of Land Cemetery (Map No. Ta.029), N.S. Mason House (Map No. Ta.181), St. Thomas Episcopal Church (Map No. Ta.208), McKinstrey House (Map No. Ta.209), Henry G. Brownell House (Map No. Ta.211), Lord-Baylies-Bennet House (Map No. Ta.245), Samuel Washburn House (Map No. Ta.246), Samuel Colby House (Map No. Ta.254), Sarah A. Haskins House (Map No. Ta.259), J.C. Bartlett House (Map No. Ta.266), Albert Field Tack Works (Map No. Ta.293) and the William Lawrence House (Map No. Ta.309) described below. The Taunton MRA includes residential, civic, commercial, and industrial resources constructed throughout Taunton from the mid-eighteenth through mid-twentieth centuries that are associated with the

city's historical development, significant local historical figures, and major industries. The MRA also encompasses known archaeological sites in Taunton, associated with prehistoric, PaleoIndian use of the Taunton River drainage basin. The Taunton MRA was listed in the National Register in 1983 and meets Criteria A, B, C, and D. All of the historic resources within the South Coast Rail project APE that were included in the Taunton MRA meet National Register Criteria A and C at the local level for associations with local development or industry, and as important examples of their respective architectural types and styles, or cemetery design (Fitch 1984).

3.5.1.2 Whittenton Mill Complex (Map No. Ta.G, Ta.C)

The Whittenton Mill Complex (MHC No. TAU.T) is located in the village of Whittenton in a rectangular area bounded by the Whittenton Branch right-of-way on the Whittenton Alternative to the east, Whittenton Street to the south, and the Mill River to the west. The property is an approximately 20-acre industrial complex containing 10 major attached and freestanding brick and wood-frame industrial buildings dating from ca. 1858 to 1895. The buildings are grouped around a mill yard facing the Mill River. Most of them are variations on the industrial "loft," with flat roofs, brick walls with segmental arch windows, and fire-resistive interior post and beam construction. A number of lesser, later, noncontributing buildings are located at the north end of the property. Industrial activity began here with establishment of an iron forge, and nail and cotton spinning factories (not extant) in the seventeenth and early nineteenth century. The extant Whittenton Mills complex was Taunton's largest and longest-lived textile operation. The Whittenton Mill buildings and select residences in the mill village were surveyed in 1979 and the mill complex was surveyed again in 1980. The Whittenton Mill Complex was listed in the National Register as a Historic District in 1984 as part of the Taunton MRA. The National Register historic district does not include any of the worker housing adjacent to the mill (Fitch 1984; see Map No. Ta.F described below).

3.5.1.3 Massachusetts State Hospitals and State Schools Multiple Property Submission (MPS) (Map No. Ta.R)

The Massachusetts State Hospitals and State Schools Multiple Property Submission (MHC No. TAU.AD) includes 14 state hospital and school campuses listed in the National Register and one historic district determined eligible for National Register listing. The boundaries of this MPS are the limits of the Commonwealth of Massachusetts and the 15 historic districts in the MPS are located in 19 municipalities throughout the state. The South Coast Rail project APE encompasses one of these resources, the Taunton State Hospital Historic District (Map No. Ta.S) along the Attleboro Secondary portion of the Whittenton Alternative. The Commonwealth of Massachusetts created an extensive institutional system between 1830 and 1940 in an effort to assume responsibility for the disadvantaged. During this timeframe, the state constructed approximately 31 facilities used to operate programs for the poor, sick, mentally ill or handicapped, and criminally inclined. These facilities included 13 psychiatric hospitals, three schools and one farm for the mentally handicapped, four juvenile reform schools, three

almshouses, four tuberculosis sanatoriums, and institutions of crippled children, alcoholics, and laboratory research. The Massachusetts State Hospitals and State Schools MPS was listed in the National Register in 1993. All of the historic districts included in the MPS and meet National Register Criteria A and C at the state level for their associations with the development of the state public health system and as examples of historic institutional campuses. Some of the districts additionally meet Criterion B for associations with notable historic figures in the health profession, Criterion C as an example of a notable architect or landscape architect, or Criterion D for the potential to yield information about the pre-contact or historic periods (Friedberg 1993).

3.5.1.4 Taunton State Hospital Historic District (Map No. Ta.S)

The edge of the Taunton State Hospital Historic District (MHC No. TAU.AE) is located approximately 300 feet northeast of the Attleboro Secondary right-of-way near the Danforth Street grade crossing and across from the proposed new Dana Street station on the Whittenton Alternative. The district consists of a 125-acre insane asylum campus established in 1851 and developed between 1851 and 1960 with approximately 40 Renaissance Revival, Classical Revival, Colonial Revival, Stick, and vernacular style buildings. The complex retains a portion of its original plan designed by Elbridge Boyden of Boyden and Ball, conceptualized from Dr. Thomas Kirkbride's 1847 textbook. Kirkbride recommended that hospitals be designed with a massive, central building surrounded by landscaped pastoral grounds with support buildings located behind the main building. This facility was continually expanded as the patient population increased, and includes buildings designed by the firms of Hartwell and Swasey; Swasey and Stephenson; Kendall, Taylor, and Company; Cram and Ferguson; and Hollis, French, Allen, and Hubbard. The Taunton State Hospital was listed in the National Register as part of the Massachusetts State Hospitals and State Schools MPS in 1993. It meets National Register Criteria A and C at the state level for its associations with the development of the state public health system, and as an example of an institutional campus designed by notable local and national architects to accommodate functional requirements recommended by leaders in the health professions. The potential significance of the district under Criterion D is described in the National Register nomination and is associated with a pre-contact village site and an eighteenth- and nineteenth-century farm located in the area prior to the construction of the hospital (Friedberg 1993). Recent demolition of buildings, including the main Kirkbride-designed hospital, and other changes have occurred at the Taunton State Hospital that may have affected the property's integrity. A comprehensive reevaluation of the Taunton State Hospital National Register eligibility may be warranted, but is outside of the scope of the effort for the South Coast Rail Project.

3.5.2 Individual Properties

3.5.2.1 Dean-Hartshorn House (Map No. Ta.018, Ta.C)

The Dean-Hartshorn House (MHC No. TAU.51) is located at 68 Dean Street, approximately 600 feet east of the Stoughton Line right-of-way. The building is a rectangular, three-bay by five-bay, two-and-one-half story Georgian style house constructed ca. 1798. It retains historic clapboard siding, brick end walls with four chimneys, and a Classical entrance surround with a pediment, fanlight, and pilasters. Alterations include an early-twentieth-century rear addition and installation of Georgian Revival dormers on the roof. This was the first house owned by Abiezar Dean, on property originally owned by the Dean family who were early settlers of Taunton and founders of the Taunton Iron Works in 1657. The Dean family owned the house until 1883 and it was purchased by George Hartshorn in 1905. The Dean-Hartshorn House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the settlement and development of Taunton and as an example of the Georgian architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.2 Old Colony Railroad Station (Map No. Ta.019, Ta.C)

The Old Colony Railroad Station (MHC No. TAU.45) is located on the west side of the Stoughton Line right-of-way between the Dean Street railroad crossing and the proposed Taunton Station. The building is a one-and-one-half-story brick structure with a cross-gabled roof with paired eave brackets, and corbelled walls with granite trim. It retains the majority of its historic design and materials, with the exception of two contemporary additions on its west elevation. The station was constructed in 1876 adjacent to the former Old Colony Iron Works as a result of lobbying on the part of the company's owner, Samuel Crocker, and is the last remaining passenger railroad station standing in Taunton. The Old Colony Railroad Station was listed in the National Register in 1984 as part of the Taunton MRA. The station is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.G).

3.5.2.3 William Woodward House (Map No. Ta.020, Ta.C)

The William Woodward House (MHC No. TAU.44) is located at 117 Arlington Street, approximately 200 feet west of the Stoughton Line right-of-way, near the Dean Street crossing and the proposed Taunton Station. The building is a five-bay-wide Federal style house constructed ca. 1830 with a hip roof, brick end walls with chimneys, clapboard siding, and wood quoin trim. The house was originally located on Dean Street, where it was used as a depot by the Old Colony and Newport Railroad from 1866-1881. The William Woodward House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential development of Taunton and as a well-preserved example of the Italianate architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.4 Charles R. Atwood House (Map No. Ta.021, Ta.C)

The Charles R. Atwood House (MHC No. TAU.41) is located at 30 Dean Street, approximately 400 feet west of the Stoughton Line right-of-way, near the Dean Street railroad crossing. It is an L-plan, two-and-one-half story, Italianate style, wood-frame house constructed ca. 1850. Owner Charles Atwood was a treasurer for the Phoenix Manufacturing Company, and author of *Reminiscences of Taunton*. The Charles Atwood House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential development of Taunton and as a well-preserved example of the Italianate architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.5 Theodore Dean House (Map No. Ta.022, Ta.C)

The Theodore Dean House (MHC No. TAU.40) is located at 26 Dean Street, approximately 500 feet west of the Stoughton Line right-of-way. The building is a two-and-one-half story, wood-frame house constructed in 1866 for Theodore Dean, who was a president of the Bristol County Bank and the Taunton Crucible Company, and a director of the Eagle Cotton Mill. The house retains the majority of its historic design and materials, including a hip roof with multiple dormers, a central gabled pavilion, clapboard siding, and a full width front porch with bracketed posts. The Theodore Dean House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the development of Taunton and as a well-preserved example of mid-nineteenth-century residential architecture. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.6 C.J. H. Bassett House (Map No. Ta.023, Ta.C)

The C.J. H. Bassett House (MHC No. TAU.27) is located at 20 Chestnut Street, approximately 950 feet west of the Stoughton Line right-of-way. The building is an irregular-plan, two-and-one-half story, Gothic Revival style wood-frame house constructed in 1851 for C.J. H. Bassett, who was a prominent local attorney and a president of the Taunton Bank. The house retains the majority of its original design and materials, including a deeply overhanging belcast gable roof with deep eaves and prominent vergeboards, hooded gables, and wide roofed porches with bracketed posts. The C.J. H. Bassett House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential development of Taunton and as a rare example of the Gothic Revival architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.7 Abiezar Dean House (Map No. Ta.028, Ta.C)

The Abiezar Dean House (MHC No. TAU.63) is located at 57 Summer Street, approximately 800 feet west of the Stoughton Line right-of-way. The building is a five-bay-wide, two-story, Federal style wood-frame house constructed ca. 1835. It was the second home of Abiezar Dean, who purchased the land from Simeon Doggett in 1833. The building is relatively unaltered and retains its original central hall plan, shallow ridge hip roof, brick end chimneys, prominent dentil molding, clapboard siding, and a Classical entrance with an elliptical fanlight, pilasters and sidelights. The Abiezar Dean House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the settlement and development of Taunton and as a well-preserved example of the Federal architectural style. The house is also located within the National Register eligible Taunton Center Area (Fitch 1984; Map No. Ta.B).

3.5.2.8 Neck of Land Cemetery (Map No. Ta.029, Ta.C)

The Neck of Land Cemetery (MHC No. TAU.804) is located on Summer Street, approximately 100 feet west of the Stoughton Line right-of-way. The property is Taunton's oldest burial ground and contains graves of many of Taunton's early prominent figures. Its oldest stones are those of Elizabeth Smith (d.1687) and Demares Smith (d.1689). It contains two other seventeenth-century stones, 83 from the eighteenth century, and 36 from the nineteenth century, with the most recent dating from 1889. The Neck of Land Cemetery was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the settlement and development of Taunton and for its collection of late-seventeenth to late-nineteenth-century gravestones (Fitch 1984). The cemetery is also located within the National Register eligible Taunton Center Area (Map No. Ta.B).

3.5.2.9 Cohannet Mills No. 3 (Map No. Ta.089)

The Cohannet Mills No. 3 (MHC Nos. TAU.297, 609, 735, 736) is located at 120 Ingell Street, approximately 400 feet southwest of the Attleboro Secondary right-of-way on the Stoughton Alternative near the Ingell Street railroad crossing. The building is a rectangular, 426-foot by 107-foot, multi-bay, brick loft constructed in 1890 with a flat roof, segmental arch windows, a granite block foundation, and slow-burning interior construction. A boiler/engine house with a round brick chimney is attached to the west side of the building. Mill No. 3 is the only survivor of three cotton spinning plants built in Taunton by Cohannet Mills. The mill was recently rehabilitated into 64 loft apartments. The Cohannet Mills No. 3 was individually listed in the National Register in 2006 at the local level under Criteria A and C for its associations with Taunton's textile industry and as an intact example of late-nineteenth-century industrial architecture (Siergiej 2006).

3.5.2.10 N.S. Mason House (Map No. Ta.181, Ta.C)

The N.S. Mason House (MHC No. TAU.494, TAU.P) is located in the Taunton MRA (Map No. Ta.C) approximately 600 feet southwest of the Attleboro Secondary right-of-way at 58 Tremont Street. The building is a two-and-one-half-story, wood-frame, front gabled, Italianate style house constructed circa 1865. It retains its historic overhanging eaves with brackets and gable returns, clapboard siding, paired round arched gable windows, protruding lintels, and a wrap-around porch. The N.S. Mason House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as an example of the Italianate style. The house is also located within the National Register eligible Tremont Street Area (Winters 1979c; Map No. Ta.T).

3.5.2.11 St. Thomas Episcopal Church (Map No. Ta.208, Ta.C)

The St. Thomas Episcopal Church property (MHC No. TAU.213, TAU.P) is located at 111-115 High Street, approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Porter Street grade crossing. The building is a Gothic Revival style stone church with a basilica plan designed by Richard Upjohn and constructed between 1857 and 1859. The church retains coursed granite walls, limestone trim, buttresses, pointed arch windows, and round stained glass clerestory windows. The St. Thomas Episcopal Church was listed in the National Register at the local level under Criteria A and C, as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as a well-preserved institutional example of the Gothic Revival style and the work of Richard Upjohn. The church also meets Criteria Consideration A, as a religious property that derives its significance from architectural distinction or historical importance. The property's potential state or national-level significance as an example of Richard Upjohn's work has not been assessed (Winters 1979d).

3.5.2.12 McKinstrey House (Map No. Ta.209, Ta.C)

The McKinstrey House property (MHC No. TAU.214, TAU.P) is located approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Porter and Cohannet Street grade crossings, at 115 High Street. The building is a two-story, five-bay by two-bay, Georgian style brick house constructed circa 1760. It retains its original symmetrical design, historic hip roof with four interior end chimneys, clapboard siding on the facade, and central entrance with a broken pediment and fanlight. The house is currently used as the St. Thomas Episcopal Church rectory. The McKinstrey House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the eighteenth-century development of Taunton and as a well-preserved domestic example of the Georgian style (Winters 1979e).

3.5.2.13 Henry G. Brownell House (Map No. Ta.211, Ta.C)

The Henry G. Brownell House property (MHC No. TAU.216, TAU.P) is located approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Porter, Cohannet and Winthrop street grade crossings, at 119 High Street. The house is a two-and-one-half story, three-bay-wide, Classical Revival style, wood-frame building constructed by local builder L.M. Witherell for Henry G. Brownell in 1893. The house retains its historic gambrel roof, central entrance and pedimented bay, ionic corner pilasters, and flat-roofed entrance porch supported by ionic columns. The building is currently used as the Taunton Lodge of Elks No. 150. The Henry G. Brownell House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the late-nineteenth-century development of Taunton and as a well-preserved domestic example of the Classical Revival style (Winters 1979f).

3.5.2.14 Lord-Baylies-Bennett House (Map No. 245, Ta.C)

The Lord-Baylies-Bennett House (MHC No. TAU.360, TAU.P) is located approximately 150 feet northeast of the Attleboro Secondary right-of-way on the Whittenon Alternative near the Winthrop Street grade crossing, at 66 Winthrop Street. The house is a one-and-one-half story, five-bay-wide, stone, Greek Revival style building constructed in 1831 with a portico. It retains its historic, low-pitched front gable roof with four interior brick chimneys, floor length rectangular window openings, stone lintels, and a central entrance with a transom and side lights. The portico has recessed panels on the cornice and is supported by 12 Doric columns. The house was built for Taunton's postmaster, Joseph L. Lord and is currently used as a Masonic lodge. The Lord-Baylies-Bennett-House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the early-nineteenth-century development of Taunton and as a well-preserved, high style example of the Greek Revival style (Winters 1979g).

3.5.2.15 Samuel Washburn House (Map No. 246, Ta.C)

The Samuel Washburn House (MHC No. TAU.361, TAU.P) is located at 68 Winthrop Street and abuts the northeast side of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Winthrop and Cohannet street grade crossings. The house is a two-story, three-bay by two-bay, Italianate style stone villa constructed circa 1860 for Samuel Washburn, a local houseware and hardware businessman. The house retains its original near-flat hipped roof with deep overhanging eaves, stuccoed walls, and a cornice line belt course. Oversized rectangular window openings with bracketed hoods and a recessed round-arched central entrance define the facade. The Samuel Washburn House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as a well-preserved, high style, domestic example of an Italianate villa as expressed in an urban neighborhood of Taunton (Winters 1979h).

3.5.2.16 Samuel Colby House (Map No. 254, Ta.C)

The Samuel Colby House (MHC No. TAU.362, TAU.P) is located approximately 150 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Winthrop Street grade crossing, at 74 Winthrop Street. The house is a two-story, three-bay by four-bay Italianate style, stone and stucco mansion constructed circa 1869 for local clothing manufacturer, Samuel Colby. The building retains its original flat roof with a rectangular belfry, overhanging bracketed eaves, rectangular window hoods; and a full-width, one-story Stick style porch. The Samuel Colby House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century development of Taunton and as a well-preserved, high-style example of the Italianate style (Winters 1979i).

3.5.2.17 Sarah A. Haskins House (Map No. Ta.259, Ta.C, Ta. D, Ta.V)

The Sarah A. Haskins House (MHC No. TAU.231, TAU.P, TAU.I) is located approximately 400 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 18 Harrison Street. The house is a two-and-one-half story, three-bay-wide, Italianate style, wood-frame house was constructed circa 1852 with a front gable roof and stone foundation. The Sarah A. Haskins House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century residential development of Taunton and as a well-preserved example of domestic architecture transitioning between the Greek Revival and Italianate styles. The building has since been altered through the installation of vinyl siding, construction of continuous shed dormers, conversion of the round arched gable window opening into a rectangular opening, and removal of the gable returns. The property is also located within the National Register eligible High Street area which incorporates the surveyed Harrison Street area (Winters 1979j; Map Nos. Ta.D and Ta.V).

3.5.2.18 Mount Pleasant Cemetery (Map No. Ta.262)

The Mount Pleasant Cemetery (MHC No. TAU.822) is located approximately 350 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 19 Crocker Street. The cemetery encompasses an approximately 10-acre polygonal lot and contains more than 500 burials dating from 1710 through the mid-twentieth century. The oldest burials were originally part of the John King family cemetery, which was acquired when the Mount Pleasant Cemetery was created in 1836. Taunton leaders pursued the establishment of a garden-style cemetery in the city following the establishment of the Mount Auburn Cemetery in Boston in 1831 and the Forest Grove Cemetery in Augusta, Maine in 1835. Joseph Wilbar, who served as a land surveyor and Registrar of Deeds, designed the garden style plan of the cemetery, which involved the integration of burial plots and meandering footpaths with the natural hilly topography and existing vegetation. The cemetery contains a variety of slate, granite, and

marble headstone types and the burial sites of numerous local historical figures, including industrial entrepreneurs. At least one-quarter of the plots in the cemetery are the burial sites of soldiers from the American Revolution, War of 1812, Civil War, Spanish-American War, World War I, World War II, and the Korean War. The Mount Pleasant Cemetery was listed in the National Register at the local level in 2002, under Criteria A and C for its associations with the development of Taunton, local industrialists, and American war soldiers; as an intact example of a garden style cemetery and possibly the third oldest garden cemetery in the country; and for its collection of early-eighteenth- through mid-twentieth-century funerary art (Crowley 1996).

3.5.2.19 J. C. Bartlett House (Map No. Ta.266, Ta.C)

The J. C. Bartlett House (MHC No. TAU.244, TAU.P) is located immediately southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative near the Winthrop Street grade crossing, at 12 Walnut Street. The house is a two-and-one-half-story, three-bay-wide, Second Empire style, wood-frame building constructed circa 1880. The house retains its original massing, mansard roof with pedimented dormers and brackets, clapboard siding, protruding rectangular lintels and a central entrance with a flat-roofed entrance porch supported by ionic columns. The J. C. Bartlett House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century residential development of Taunton and as a well-preserved, high style example of the Second Empire style (Winters 1979k).

3.5.2.20 Albert Field Tack Works (Map No. Ta.293, Ta.C, Ta.Y, Ta.D)

The Albert Field Tack Works (MHC No. TAU.163) is located approximately one-quarter mile northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 19 Spring Street. It is included in the survey because it is within the National Register eligible High Street area (Map No. Ta.D). The Albert Field Tack Works consists of a two-and-one-half story, three-bay-wide, Italianate style brick office constructed in 1868, attached to a two-story brick loft with an exterior stair tower. The office has a central, pedimented bay with a round arched entrance set within an entrance porch. The tower has a steeply pitched hip roof with pedimented dormers. Sharon industrialist, Albert Field purchased an extant carding mill on the site for use as a tack, brad, and nail factory, and subsequently erected the high-style office building. The Tack Works went out of business in 1902, after which the building was used as a church, by tenant industries, and as offices. The Albert Field Tack Works was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the local iron industries, the nineteenth-century industrial development of Taunton, and as an intact example of mid-nineteenth-century industrial architecture (Winters 1979l).

3.5.2.21 H. B. Lothrop Store (Map No. Ta.294, Ta.C, Ta.D)

The H. B. Lothrop Store (MHC No. TAU.284) is located approximately 500 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 210 Weir Street. The house is a two-and-one-half story, three-bay-wide Italianate style, wood frame building constructed circa 1855 with a front gable roof and clapboard siding. The store retains historic gable returns, protruding lintels, and spindled balustrade. The H. B. Lothrop Store was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the nineteenth-century commercial development of Taunton and as an intact example of an Italianate style commercial building. The property is also located within the National Register eligible High Street area (Winters 1979m; Map No. Ta.D).

3.5.2.22 William Lawrence House (Map No. Ta.309, Ta.C)

The William Lawrence House (MHC No. TAU.334) is located approximately 400 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative, at 101 Somerset Avenue. The house is a two-and-one-half story, three-bay-wide, Second Empire style wood-frame mansion constructed circa 1870 by local carpenter Abel Burt for William Lawrence, who was employed as a salesman. The house retains its original mansard roof with a rectangular belfry, shallow brackets and dentils, and arched dormers; clapboard siding, rectangular windows with protruding lintels, and granite foundation. A one-story full-width porch extends across the facade and defines a central entrance with a round-arched opening. The William Lawrence House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the late nineteenth-century residential development of Taunton and as a well-preserved, high style example of a Second Empire style residence (Winters 1979n).

3.5.3 Local Historic Districts (State Register Only)

3.5.3.1 Church Green Local Historic District (See Map No. Ta.B)

The Church Green LHD (TAU.AC) intersects the Stoughton Line right-of-way at the Dean Street railroad crossing. It encompasses approximately 87 properties located on Church Green, and Dean, Summer, Chestnut, Elm, and Arlington streets. The properties were developed for civic, religious, commercial, and residential uses during the mid-seventeenth through mid-twentieth century. The area was surveyed in 1976 and only the portion of the area surrounding Church Green was listed in the National Register as the Church Green Historic District in 1978 (MHC 1978). The entire area that was surveyed in 1976 was designated as an LHD in 1979 (White 1976; MHC 1978). The Church Green LHD is encompassed within the National Register eligible Taunton Center Area, which is discussed below (Map No. Ta.B).

3.6 Berkley Summary of Historic Resources

A review of the National Register Information System (NRIS) and MHC records conducted during the background research phase of the survey indicated that no properties within the APE in Berkley have been listed in or previously determined eligible for listing in the National Register, or have been designated as NHLs.

3.7 Lakeville Summary of Historic Properties

A review of the National Register Information System (NRIS) and MHC records conducted during the background research phase of the survey indicated that no properties within the APE in Lakeville have been listed in or previously determined eligible for listing in the National Register, or have been designated as NHLs.

3.8 Freetown Summary of Historic Properties

The following are descriptions of the areas/districts and individual properties identified during the survey in Freetown as either listed in or determined eligible for listing in the National Register, as well as NHLs, if any exist.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that one district and one individual property within the APE in Freetown have been listed in the National Register or previously determined eligible. No properties have been designated as NHLs.

3.8.1 Historic Districts

3.8.1.1 Assonet Historic District (Map No. Ft.D)

One property in the southeast corner of the Assonet Historic District extends to the project right-of-way along the Fall River Secondary Line. This property was historically occupied by a cattle pound, sited on a high, rocky bluff. The district is a compact village center that developed at the crossroads of North and South Main, Water, and Elm streets. It includes 229 residential, commercial, and civic buildings constructed between approximately 1720 and the mid-twentieth century, in addition to historical stone arch bridges, a cemetery, and the remains of nineteenth-century industrial complexes associated with the local boat building and iron processing trades. The Assonet Historic District meets National Register Criterion A and C at the local level for its associations with the development of Freetown and as a well-preserved historic village center that exemplifies a range of architectural styles. The district was listed in the National Register in 1999 (Meltsner 1999a).

3.8.2 Individual Properties

3.8.2.1 Richmond Road/Maple Tree Crossing Bridge (Map No. Ft.009)

The Richmond Road/Maple Tree Crossing Bridge spans the Assonet River approximately 100 feet north of the Fall River Secondary Line right-of-way near the grade crossings at Richmond and Beechwood roads. The bridge is a 45-foot long, 20-foot wide, dry-laid stone structure with three segmental arch spans. It is one of two extant bridges constructed in Freetown between 1820 and 1824 and is adjacent to the ruins of the Assonet Saw Mill, constructed in 1870. The MHC determined the Richmond Road Bridge eligible for National Register listing in 1980 under Criterion C, as an early example of a dry-laid stone arched bridge (MHC 1980).

3.9 New Bedford Summary of Historic Resources

The following are descriptions of the areas/districts and individual properties identified during the survey in New Bedford as either listed in or determined eligible for listing in the National Register, as well as NHLs, if any exist.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that two districts and three individual properties within the APE have been listed in the National Register or previously determined eligible. No properties have been designated as NHLs.

3.9.1 Historic Districts

3.9.1.1 Acushnet Heights Historic District (Map No. NB.C)

The Acushnet Heights Historic District (MHC No. NBE.AB) is located west of the New Bedford Main Line right-of-way, where it crosses Acushnet Avenue. The district encompasses approximately 40 city blocks and is bounded by Summer, Weld, Purchase, Pope, County, and Robeson streets. The district is primarily residential, but includes Clasky Common Park and a cluster of commercial and industrial buildings along Purchase Street. The district first developed with estate properties and dispersed settlement in the first half of the nineteenth century and was later built up with dense blocks of worker housing, including a cohesive group of residences on Hazard and Austin courts and State and Pleasant streets built by the Wamsutta Company in 1868. The Acushnet Heights Historic District was listed in the National Register in 1989 under Criteria A and C at the local level, as an intact nineteenth-century neighborhood associated with the development of New Bedford (Kelly 1989).

3.9.1.2 Wamsutta Mills Historic District (Map No. NB.D, Photo Nos. 028 and 029)

The Wamsutta Mills Historic District (MHC No. NBE.L) encompasses approximately 60 properties located east and west of the New Bedford Main Line right-of-way where it crosses

Acushnet Avenue. The portion of the district east of Acushnet Avenue is comprised of the Wamsutta Mill complex, including the mill office building, weave shed, and Mill Numbers 4, 5, 6, and 7. The west portion of the district consists of associated worker housing located between Hazard, County, Austin, and Purchase streets. The Wamsutta Mills were established in 1847 as manufacturers of cotton cloth. The textile industry was a notable deviation from New Bedford's traditional maritime industrial base and later provided for New Bedford's growth into a regional manufacturing center after the decline of the whaling trade. The Wamsutta Mills Historic District was determined eligible for National Register listing in 1986. The district was listed in the National Register in 2008 under Criteria A and C at the local level for the architectural quality of its intact mill complex and worker housing and because of its significance as New Bedford's first textile mill (Dixon 2008).

3.9.1.3 Individual Properties

3.9.1.3.1 Belleville Warehouse Company Cotton Storage Building (Map No. NB.012)

The Belleville Warehouse is located on the east side of the New Bedford Main Line near the Nash Road railroad crossing. The massive 950-foot-long by 100-foot-wide, seven-story, reinforced concrete storage facility is minimally ornamented with parapets on the narrow elevations and pilasters between the window bays. Noted mill engineers C.R. Makepeace and Co. of Providence, Rhode Island designed the cotton storage warehouse to serve the New Bedford mills of William Whitman in 1916. The building has lost the majority of its original steel sash and a series of eight roof monitors, but otherwise retains a high degree of architectural and material integrity. The Belleville Warehouse was determined eligible for National Register listing by the Keeper of the National Register in 1987, under Criteria A and C at the local level. Under Criterion A, the Belleville Warehouse possesses important associations with the Whitman mills infrastructure and the early-twentieth-century New Bedford cotton industry. The building possesses significance under Criterion C as an intact example of a Makepeace and Co. concrete mill loft (MHC 1987).

3.9.1.3.2 Union Street Railway Car barn (Map No. NB.063)

The Union Street Railway Car barn is located west of the New Bedford Main Line right-of-way at 1959 Purchase Street in Weld Square. The Car barn is a Classical Revival style, two-story, brick structure designed by architect Louis Destremps and constructed in 1910. The building housed trolley cars historically used to transport manufactured goods along a street railway network. The Union Street Railway Car barn with its formerly attached 1897 Repair Shop (not extant) was individually listed in the National Register in 1978 under Criterion A at the local level. The building possesses important historical associations with railroad-related commercial and industrial development in New Bedford during the late nineteenth and early twentieth centuries. The Union Street Railway Car barn is also a contributing property to the Acushnet Heights Historic District, listed in the National Register in 1989 (Kelly 1989).

3.9.1.3.3 Dawson Building (Map No. NB.065, Photo No. 098)

The Dawson Building is located west of the New Bedford Main Line right-of-way at 1851 Purchase Street. The Dawson is a three-and-one-half-story, Classical Revival style, brick office building with cast-iron storefronts on the first floor. Local architect Samuel C. Hunt designed the structure in 1896 for Benjamin Dawson, a New Bedford mill employee, politician, businessman, and brewer. The Dawson Building possesses a high degree of architectural and material integrity and was individually listed in the National Register in 1982 under Criteria A and C at the local level. Under Criterion A, the building possesses important historical associations with local commercial and community activities at the turn of the twentieth century. Under Criterion C, the building is an intact local example of Samuel Hunt's work and retains one of few original cast-iron storefronts in the city. The Dawson Building is also a contributing property to the Acushnet Heights Historic District, listed in the National Register in 1989 (Frontiero 1983).

3.10 Fall River Summary of Historic Resources

The following are descriptions of the districts and individual properties identified during the survey in Fall River as either listed in or determined eligible for listing in the National Register, as well as NHLs, if any exist.

A review of NRIS and MHC records conducted during the background research phase of the survey indicated that 9 districts and 11 individual properties within the APE in Fall River have been listed in the National Register or previously determined eligible. Two of these districts are Multiple Property Submissions and one of the individual properties was determined eligible by MHC. No NHLs are located within the project APE.

3.10.1 Historic Districts

3.10.1.1 Fall River Multiple Resource Area (Map No. FR.C)

The Fall River Multiple Resource Area (MRA) includes five National Register Historic Districts, 90 properties individually listed in the National Register, and four districts and one individual property determined eligible for National Register listing (Frontiero 1983). The boundaries of this National Register Multiple Property Submission are the city limits of Fall River. The South Coast Rail project APE encompasses seven historic districts and six individual properties included in the Fall River MRA. These resources are the Border City Mills DOE (Map No. FR.E), Sagamore Mills No. 1 and 3 (Map No. FR.F), Sagamore Mill No. 2 (Map FR. G), Foster Spinning Company (Map No. FR.H), Narragansett Mills (Map No. FR. J), North Burial Ground (Map No. FR.K), American Printing Company – Metacomet Mill (FR.N), William Collins House (Map No. FR.005), North Christian Congregational Church (Map No. FR.006), Borden-Winslow House (Map No. FR.010), Squire William B. Canedy House (Map No. FR.012), Hathaway Brightman House (FR.026), and St. Joseph's Roman Catholic Church (Map No. FR.063), described below.

The Border City Mill No. 2 is individually listed in the National Register and is within the Fall River MRA as part of the Border City Mills DOE, but it was individually designated separately. The Fall River MRA includes residential, civic, commercial, and industrial resources constructed throughout Fall River from the mid-eighteenth through mid-twentieth centuries that are associated with the city's historical development, significant local historical figures, and major industries. The Fall River MRA was listed in the National Register in 1983 and meets Criteria A, B, and C. All of the mill complexes within the South Coast Rail project APE that were included in the Fall River MRA meet National Register Criteria A and C at the local level as physical expressions of the booming, late-nineteenth and early-twentieth-century local industries and as important examples of industrial architecture.

3.10.1.2 Border City Mills (Map No. FR.E, FR.C)

The Border City Mills complex is located on both sides of Weaver Street, between 100 and 700 feet west of the Fall River Secondary right-of-way. The complex was designed by local architect Josiah Brown and constructed between 1872 and 1889 adjacent to a railroad spur connecting the Fall River Branch Railroad to a wharf on the Taunton River. George T. Hathaway, S. Angier Chace, Chester W. Green, James A. Hathaway organized the Border City Mills for textile manufacturing. The extant district includes three brick mill lofts with attached boiler houses, and two one-story, storehouses. The Border City Mills complex was determined eligible for National Register listing at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the complex was recorded in the MHC Inventory as a district (MHC No. FLR.AL; Frontiero 1983). Mill No. 2, was separately listed in the National Register in 1990 and is counted as an individual property below.

3.10.1.3 Sagamore Mill Nos. 1 and 3 Complex (Map No. FR.F, FR.C)

The Sagamore Mill Nos. 1 and 3 Complex is located on both sides of Ace Street immediately west of the Fall River Secondary right-of-way. The district is comprised of two mill lofts with attached engine/boiler houses and several detached ancillary structures. The Sagamore Mills Company incorporated in 1872 to manufacture cotton print cloth. Mill No. 1 is a four-story, Romanesque Revival style, brick building constructed in 1888. Mill No. 3 is a three-story granite building constructed in 1907 with exterior stair towers at the corners. The Sagamore Mill Nos. 1 and 3 Complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (MHC No. FLR.AF). Sagamore Mill No. 2 was listed separately in the Fall River MRA (Frontiero 1983).

3.10.1.4 Sagamore Mill No. 2 (Map No. FR.G, FR.C)

The Sagamore Mill No. 2 is located at 1822 North Main Street across the Fall River Secondary right-of-way from the rest of the Sagamore Mills complex. Mill No. 2 is a five-story granite

ashlar loft constructed in 1881. Sagamore Mill No. 2 was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the complex was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.AE).

3.10.1.5 Foster Spinning Company (Map No. FR.H, FR.C)

The Foster Spinning Company is located at 119 Cove Street, approximately 150 feet west of the Fall River Secondary right-of-way. The property includes a two-story brick mill loft constructed in 1916, an attached boiler house, and a one-story wood storehouse. Francis A. Foster incorporated the Foster Spinning Company in 1916 to manufacture fine yarn. The Foster Spinning Company complex was the last new textile manufacturing facility established in Fall River. The Foster Spinning Company mill complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.W).

3.10.1.6 Narragansett Mills (Map No. FR.J, FR.C)

The Narragansett Mills complex is located at the corner of North Main Street and Narragansett Street, approximately 400 feet east of the Fall River Secondary right-of-way. The complex is comprised of nine brick buildings constructed between 1872 and 1895. Eight of the buildings are connected and include a five-story loft with a two-story, saw-tooth monitor weave shed to the north; a one-story cloth room and two-story machine shop to the west; and a five-story picker house, one-story boiler house, one-story engine house, and a five-story ell to the east. The detached building is an office constructed in 1879. The Narragansett Mills complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.AC).

3.10.1.7 North Burial Ground (Map No. FR.K, FR.C)

The North Burial Ground is a rectangular property bounded by the Fall River Secondary right-of-way to the west, Brightman Street to the north, North Main Street to the east, and Cory Street to the south. The North Burial Ground (MHC No. FLR.AT) was established in approximately 1810 and was purchased by the City of Fall River in 1825, making it the city's oldest municipal cemetery. The cemetery occupies a flat landscape surrounded by granite periphery walls and contains straight rows of primarily nineteenth-century slate, marble, and granite headstones. A fieldstone gatehouse constructed in approximately 1890 faces North Main Street. The North Burial Ground was listed in the National Register at the local level under Criteria A, B, and C, as a district within the 1983 Fall River MRA (Frontiero 1983). The cemetery derives its significance from its associations with the early-nineteenth-century development of Fall River, the inclusion

of graves of notable local Revolutionary War soldiers, and as an intact modest example of a Victorian era cemetery with a range of nineteenth-century stone designs.

3.10.1.8 Diners of Massachusetts Multiple Property Submission (Map No. FR.M)

The Diners of Massachusetts Multiple Property Submission (MPS) includes individual diners throughout Massachusetts that were factory-built and moved to the state or constructed on-site between the late-nineteenth century and mid-1960s. Approximately 23 of the diners inventoried during the preparation of this MPS have been individually listed in the National Register, including Al Mac's diner, which is located in the South Coast Rail project APE and is described below. The Diners of Massachusetts Multiple Property Submission was listed in the National Register in 1999 (Broomer 1999a).

3.10.1.9 American Printing Company - Metacomet Mill (Map No. FR.N, FR.C)

The American Printing Company - Metacomet Mill complex is located between Anawan Street and I-95 on both sides of the Fall River Secondary right-of-way near Battleship Cove Station. The complex encompasses several masonry buildings constructed between 1847 and the early twentieth century, combined as the American Printing Company in 1880. The portion of the complex to the east of the Fall River Secondary right-of-way encompasses the earlier Metacomet Mill Complex. This complex includes an 1847 stone loft with connected stone engine room, picker house, and storage room; and an early twentieth-century brick loft with attached engine room. The portion of the complex west of the right-of-way encompasses four brick packing and storage buildings. The American Printing Company complex was historically served by a roundhouse located north of the Metacomet Mill and a railroad spur extending from the Fall River Branch railroad past the north side of the complex to waterfront freight houses and wharfs near the present-day Fall River Heritage State Park. A portion of the railroad spur right-of-way remains between Mill Street and I-95, but the freight houses are not extant. The Borden family, who founded the American Printing Company, also owned the Fall River Line steamboat company, which operated from a pier adjacent to the Fall River Heritage State Park. The family additionally operated the Fall River Iron Works complex (Map No. FR.P) west of Water Street as part of the American Printing Company complex, but the Iron Works has lost architectural integrity and is not recommended eligible for National Register listing. The American Printing Company - Metacomet Mill complex was listed in the National Register at the local level under Criteria A and C, as an individual property within the 1983 Fall River MRA. Following the designation of the MRA, the property was recorded in the MHC Inventory as a district (Frontiero 1983; MHC No. FLR.J).

3.10.2 Individual Properties

3.10.2.1 William Collins House (Map No. FR.005, FR.C)

The William Collins House (MHC No. FLR.283) is located approximately 300 feet east of the Fall River Secondary right-of-way, at 3775 North Main Street. The house is a one-and-one-half-story, five-bay wide, Federal style Cape Cod Cottage constructed in approximately 1800. It is one of six examples of eighteenth- to early-nineteenth-century rural residential architecture in the Steep Brook village settlement of Fall River. The William Collins House was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983 (Frontiero 1983). The property derives its significance from its historical associations with the development of Steep Brook Village, and as an intact example of a Federal style Cape Cod Cottage.

3.10.2.2 North Christian Congregational Church (Map No. FR.006, FR.C)

The North Christian Congregational Church (MHC No. FLR.241) is located 100 feet west of the Fall River Secondary right-of-way at 3538 North Main Street. The church is a two-story, Gothic Revival style wood-frame building constructed in approximately 1842. The church was the first Protestant church in the village of Steep Brook, a nineteenth-century settlement on North Main Street, and has been continually used for religious purposes. The building is currently occupied by the Fall River Portuguese Seventh-day Adventist Church. The North Christian Congregational Church was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983. The property is also located within the National Register eligible North Main Street Area (Frontiero 1983; Map No. FR.D).

3.10.2.3 Borden-Winslow House (Map No. FR.010, FR.C)

The Borden-Winslow House (MHC No. FLR.275) is located approximately 400 feet east of the Fall River Secondary right-of-way at 3063 North Main Street. The building is a two-and-one-half-story, four-bay-wide, wood-frame, Georgian style house constructed circa 1740. It is one of six examples of eighteenth- to early-nineteenth-century rural residential architecture in the Steep Brook village settlement of Fall River. The Borden-Winslow House was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983. The property derives its significance from its historical associations with the development of Steep Brook Village, and as an intact example of an eighteenth-century Georgian house. The property is also located within the National Register eligible North Main Street Area (Frontiero 1983; Map No. FR.D).

3.10.2.4 Squire William B. Canedy House (Map No. FR.012, FR.C)

The Squire William B. Canedy House (MHC No. FLR.274) is located approximately 100 feet east of the Fall River Secondary right-of-way at 2634 North Main Street. The building is a two-and-one-half-story, five-bay-wide, wood-frame, Federal style house constructed circa 1806. It is one of six examples of eighteenth- to early-nineteenth-century rural residential architecture in the Steep Brook village settlement of Fall River. The Squire William B. Canedy House was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983 (Frontiero 1983). The property derives its significance from its historical associations with the development of Steep Brook Village, and as an intact example of an early-nineteenth-century Federal style house.

3.10.2.5 Border City Mill No. 2 (Map No. FR.015, FR.C)

Border City Mill No. 2 (MHC No. FLR.485) is located approximately 300 feet west of the Fall River Secondary right-of-way at 1 Weaver Street. The mill is a five-story, Italianate style brick mill loft with an exterior stair tower. The structure was designed by Josiah Brown, Fall River's first professional architect, and constructed in 1873 for the manufacture of worsted woolens, print cloth, sheeting, and shirting. The property was listed in the National Register as an individual property in 1990 and was previously determined eligible for National Register listing in the Fall River MRA in 1983 and 1989 as part of the Border City Mills complex (Frontiero 1983; Lyman 1989).

3.10.2.6 Weaver Street Bridge (Map No. FR.016)

The Weaver Street Bridge over the Fall River Secondary right-of-way (Bridge No. F-2-19, MHC No. FLR.902) is a single-span, built-up, riveted steel plate, deck girder structure. It was constructed in 1910 and rebuilt in 1960. The bridge is a notable surviving example of the riveted plate girder type because of its highly decorative cast-iron railings and battered stone abutments, both of which are typically found on bridges predating the listed construction date of 1910. In 1981, the MHC determined that the bridge was eligible for listing in the National Register as a possible contributing element to the Border City Mills Historic District. The Border City Mills Historic District (FLR.AL) was determined eligible as part of the Fall River MRA in 1983 (Frontiero 1983).

3.10.2.7 Hathaway Brightman House (Map No. FR.026, FR.C)

The Hathaway Brightman House (MHC No. FLR.73) is located approximately 400 feet east of the Fall River Secondary right-of-way at 205 Crescent Street. The building is a one-and-one-half-story, wood-frame, Gothic Revival style house constructed circa 1858 with a central gable ornamented with a pointed Palladian window. The Hathaway Brightman House was listed in the National Register at the local level under Criteria A and C, as an individual property within

the Fall River MRA, which was designated in 1983 (Frontiero 1983). The property derives its significance from its historical associations with the nineteenth-century residential development of Fall River, and as a rare, intact example of a Gothic Revival cottage.

3.10.2.8 St. Joseph's Roman Catholic Church Complex (Map No. FR.066, FR.C)

St. Joseph's Roman Catholic Church (MHC No. FLR.240) is located approximately 800 feet east of the Fall River Secondary right-of-way at 1355 North Main Street. The property is a compact complex with a church, rectory, and school, located across North Main Street from the North Burial Ground. The church is a one-and-one-half-story, High Victorian Gothic style, brick building with a three-story buttressed tower. The rectory is a two-and-one-half-story, Second Empire style, wood-frame building. The church and rectory face North Main Street and were constructed circa 1880. By 1905, a one-story social hall was added to the complex behind the rectory. This building was likely demolished when the parochial school was constructed in approximately 1930. The parochial school is a two-story, Classical Revival style brick building with a flat roof that faces North High Street and the rest of the church complex. St. Joseph's Roman Catholic Church was listed in the National Register at the local level under Criteria A and C, as an individual property within the Fall River MRA, which was designated in 1983 (Frontiero 1983). It is unclear whether this designation included the other two structures on the property. The St. Joseph's Roman Catholic Church Complex property derives its significance from its historical associations with the late-nineteenth- and early-twentieth-century residential development of Fall River and as an intact, turn-of-the-twentieth-century religious complex. The property is also located within the National Register eligible Wellington-Brownell Street Area (FR.I).

3.10.2.9 Al Mac's Diner (Map No. FR.070, FR.M)

Al Mac's Diner (MHC No. FLR.1973) is located approximately 300 feet west of the Fall River Secondary right-of-way at 135 President's Avenue. Al Mac's is a stainless steel diner with vertical and horizontal bands of porcelain enamel, curved corners, and a square entry vestibule. The diner was constructed by the DeRaffele Manufacturing Company of New Rochelle, New York in 1953 and opened by Fall River's McDermott Lunch Company in 1954. The diner was moved one block from its original location at the corner of President Avenue and Davol Street to its current location in the mid-1970s. Al Mac's Diner was listed in the National Register as part of the Diners of Massachusetts Multiple Property Submission in 1999 (Broomer 1999a). The diner retains a high degree of design and material integrity and meets National Register Criteria A and C and Criteria Considerations B and G at the local and state levels. Under Criterion A, the diner is associated with a local lunch car business run by Allen J. McDermott and is representative of trends in mid-twentieth-century restaurant development. Under Criterion C, the diner is characteristic of mid-1950s stainless steel diner design and is the oldest of four diners in Massachusetts designed by the DeRaffele Company (Broomer 1999b).

3.10.2.10 Lafayette-Durfee House, 94 Cherry Street (Map No. FR.082)

The Lafayette-Durfee House (MHC No. FLR.73) is located approximately 400 feet east of the Fall River Secondary right-of-way at 94 Cherry Street. The building is a two-story, five-bay by two-bay, wood-frame, Georgian style house constructed circa 1747. The house was originally constructed on North Main Street, probably by Thomas Durfee III, and moved to its current location in 1874 by David M. Anthony. The Lafayette-Durfee House was listed in the National Register at the local level under Criteria A and C in 1982, for its associations with the eighteenth-century development of Fall River, potential minor associations with Revolutionary War figures, and as an intact example of Georgian architecture in Fall River (Holmes 1982). The property is also located within the National Register eligible Durfee Street Area (Map No. FR.L).

3.10.2.11 Central Street Bridge over Quequechan River (Map No. FR.084)

The Central Street Bridge over the Quequechan River (Bridge No. F-2-93) is located west of the Fall River Secondary right-of-way, below the I-195 Braga Bridge. This structure is a single-span stone arch bridge with split-faced, irregular tabular block spandrel walls and parapets, regular quarry-faced voussoirs, and dressed stones in the arch barrel. The structure was constructed in 1903 in the course of a Fall River railroad grade elimination project. In 2003, the MHC and MassDOT found through a Consensus Determination of Eligibility that the Central Street Bridge was eligible for listing in the National Register (MHC 2003). The bridge is listed in the Massachusetts Highway Department's *Historic Bridge Inventory*.

4

Intensive Survey and National Register Evaluation Results

Chapter 4 presents the results of the intensive survey for historic resources and the evaluation of eligibility for listing in the State and National Registers of historic properties within the APE for the South Coast Rail Project Preferred Alternative. Within each community, north to south along the project corridor, historic properties recommended eligible for inclusion in the National Register are discussed first, followed by historic resources that are recommended not National Register eligible. The last section of the report discusses properties that were found during the survey to have been demolished or to be outside of the APE. A summary of the number of identified historic resources in each category is presented in Table 4-1. All properties discussed in this chapter are listed in Appendix A, Table 4-2 and shown on project maps in Appendix C. New or updated MHC Inventory forms for surveyed properties are included in Appendices E and F.

4.1 Canton Historic Resources Intensive Survey

The following areas/districts and individual properties in Canton identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One of two areas/districts is eligible for listing in the National Register. The other area, Revere Copper Company Works Area (Map No. Ca.B, MHC No. CAN.B), was found to be outside the project APE after closer inspection of its boundaries and is discussed at the end of this chapter. Three individual properties identified in the reconnaissance survey are eligible for National Register listing. All of these individual properties are located outside of any district boundaries.

4.1.1 Areas/Districts Recommended National Register Eligible

4.1.1.1 Washington Street Commercial and Institutional Area (Map No. Ca.C)

The Washington Street Commercial and Institutional Area is a neighborhood of approximately 20 contributing commercial, civic, and residential buildings located on a 2,000 foot long axis

Table 4-1: Summary of Historic Resources Intensive Survey and National Register Eligibility Evaluations.

City/Town	Historic Property Type	Potentially National Register Eligible DEIS/DEIR ^a	National Register Eligible Intensive Survey	Not Eligible, Demolished, or Out of APE
Canton	Areas/Districts	2	1 ^b	1 (out of APE)
	Individual Properties	4 ^c	3	0
Stoughton	Areas/Districts	1	1	0
	Individual Properties	4	3	1 (demolished 2006)
Easton	Areas/Districts	4	4	0
	Individual Properties	0	0	0
Raynham	Areas/Districts	2	1	1
	Individual Properties	2	1	1 (Not Eligible)
Taunton	Areas/Districts	9	7	2 (Not Eligible)
	Individual Properties	6	2	4 (Not Eligible) ^d
Berkley	Areas/Districts	1	1	0
	Individual Properties	1	1	0
Lakeville	Areas/Districts	1	1	0
	Individual Properties	2	1	1 (Not Eligible)
Freetown	Areas/Districts	1	1	0
	Individual Properties	1	0	1 (Not Eligible)
New Bedford	Areas/Districts	1 ^e	1	1 (Not Eligible)
	Individual Properties	7	6	1 (Not Eligible)
Fall River	Areas/Districts	4	2	2 (Not Eligible)
	Individual Properties	13 ^f	6	6 (Not Eligible)
Totals		66	43	22

a. Cherau et al. 2009a and 2009b and Adams et al. 2009b, 2000c, and 2009d.

b. This area encompasses a smaller area determined eligible for National Register listing by MHC.

c. One property in Canton recommended National Register eligible in the DEIS/DEIR survey has since been determined eligible by MHC and MassDOT and is accounted for in Chapter 3.

d. This number excludes two National Register listed properties in Taunton that were in a broadened APE, but are now out of the APE for the Preferred Alternative since the area has been found ineligible for the National Register.

e. One National Register eligible area was added since the DEIS/DEIR survey, within a larger area evaluated as not eligible.

f. One property in Fall River recommended National Register eligible in the DEIS/DEIR survey has since been determined eligible by MHC and is accounted for in Chapter 3.

centered on Washington Street, straddling the Stoughton Line right-of-way between Revere Street to the south and Chapel Street to the north. As noted in Chapter 3, this area encompasses the Canton Center Area (Map ID Ca.H, MHC No. CAN.L) that was determined eligible for National Register listing as a historic district in 1991 (MHC 1991). The Washington Street Commercial and Institutional Area includes resources dating from the late nineteenth to the mid-twentieth century, and constructed in a variety of styles including Italianate, Romanesque and Greek, Medieval, Gothic and Colonial Revival. Notable civic and institutional buildings include the Canton Public Library at 786 Washington Street (1901) and the Canton Town Hall. Properties are generally in good condition with some alterations. The Washington Street Commercial and Institutional Area is eligible for listing in the National Register at the local level under Criteria A and C for its associations with the development of the community and as an intact collection of commercial, institutional, and residential buildings representing a variety of architectural styles.

4.1.2 Individual Properties Recommended National Register Eligible

4.1.2.1 Canton Junction Railroad Station (Map No. Ca.001)

The Canton Junction Railroad Station (MHC No. CAN.104) is located at 666 Sherman Street, immediately east of the Stoughton Line right-of-way at the point where it diverges from the Amtrak Northeast Corridor. It is a Richardsonian Romanesque-style, one-story, rectangular-plan building constructed between 1892 and 1893 with a slate-clad hipped roof and attached platform canopies, rough-faced coursed ashlar granite masonry walls with red sandstone trim, and bay windows on its long elevations. The Old Colony Railroad Corporation commissioned architect Bradford Lee Gilbert to design the station. Gilbert, (1853-1911), a nationally-practiced architect based out of New York City, is best known for constructing perhaps the first skyscraper in New York, the Tower Building (1889). Starting out at the New York, Lake Erie, & Western Railroad company, Gilbert became “one of the country’s most prolific railroad architects” (Munn & Co. 1905:222). He went on to design two other railroad depots in Massachusetts, including the North Abington Depot in 1893 (MHC No. ABI.68) and the Beverly Depot in 1896 (MHC No. BEV.119). The Canton Junction Railroad Station was previously surveyed in 1993 for listing in the state inventory, when it was recommended individually eligible for National Register listing at the local level under Criteria A and C (Viens 1993b). The property is eligible at the local level under Criteria A and C for its associations with transportation and community development and as an intact example of a late-nineteenth-century Richardsonian Romanesque-style railroad station design by noted architect, Bradford Lee Gilbert. Restored and then moved across the Stoughton Line tracks circa 2000, the property also meets National Register Criteria Consideration B as it retains its relationship between the property and the rail right-of-way, its historical associations, and its historic features that convey its architectural values as a railroad station.

4.1.2.2 Revere Copper Company Railroad Embankment (Map No. Ca.002)

The Revere Copper Company Railroad Embankment (1835) (MHC No. CAN.935) is located in a wooded area south of Canton Junction, west of Revere Street, between the rights-of-way of the Stoughton Line and Amtrak's Northeast Corridor. It is an approximately 1,000 foot long, linear earth mound feature approximately 4 feet high with a level upper surface approximately 5 feet wide, and includes a single stone culvert, which appears contemporaneous with the remainder of the structure. The northern half of the structure lies between 200 feet and 400 feet southwest of the Stoughton Line right-of-way, with the remainder passing outside of the project APE. This former railroad roadbed, was a captive right-of-way for the Revere Copper Company (see discussion of this resource below) and carried horse-drawn freight until 1890. As constructed, it was connected to Amtrak's Northeast Corridor (originally the Boston & Providence Railroad). In 1890, the route was shifted east onto a new alignment that connected with the Stoughton Line right-of-way, leaving the 1835 structure abandoned. The Revere Copper Company Railroad Embankment was surveyed in 2006 and recommended eligible for the National Register under Criterion C (Krim 2006). The current survey finds that the structure retains its integrity and affirms and expands the earlier recommendation. The Revere Copper Company Railroad Embankment is eligible for listing in the National Register under Criteria C at the local level in the area of engineering. The structure is significant as rare surviving example of relatively unaltered railroad construction from the first generation of New England rail lines.

The Revere Copper Company Railroad Embankment is associated with the development of the Revere Copper Company and also may contribute to the significance of the Revere Copper Company Area (Map No. Ca.B, MHC No. CAN.B). However, as noted above, that area is excluded from the present survey because it was found to be outside the South Coast Rail Project APE, and so its potential significance for these associations was not evaluated (see below for a discussion of the Revere Copper Company Area).

4.1.2.3 Canton Water Works (Map No. Ca.024)

The Canton Water Works building (1885) (CAN.366) is located at 44 Pine Street, approximately 100 feet northeast of the Stoughton Line right-of-way. It is a Romanesque Revival style, one-story, rectangular-plan, industrial building. The building has a slate-clad cross-hipped roof with large gabled dormers, brick walls with corbelled cornices and large triple Roman arch windows, and a raised granite block foundation. Decorative polychrome terracotta tiling and wood fretwork is used in the dormers, window arches, and in the entry, which is set within a pedimented surround. A cylindrical brick reservoir tank with a shallow domed metal roof is located immediately behind the building. The interior of the building retains its historical pumping equipment and architectural finishes. The Canton Water Works is eligible for listing in the National Register at the local level under Criteria A and C. Under Criterion A, the building is associated with the establishment of Canton's municipal water supply, which was an important step in the community development of Canton during the late nineteenth century. Under Criterion C, the building is significant for its engineering as an intact surviving example

of a late-nineteenth-century municipal water pumping station and is significant architecturally as an excellent example of the Romanesque Revival style in the town of Canton.

4.2 Stoughton Historic Resources Intensive Survey

The following areas/districts and individual properties in Stoughton identified in the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district is eligible for listing in the National Register. Three properties are individually eligible for National Register listing. These individual properties are also located within a National Register eligible historic district (Map No. St.B). One historic property, the Benjamin Marshall House (MHC STG.72) located at 1823 Washington Street was demolished in 2006. It is discussed at the end of the chapter.

4.2.1 Areas/Districts Recommended National Register Eligible

4.2.1.1 Downtown Stoughton Area (Map No. St.B)

The Downtown Stoughton Area is a large, irregularly shaped area that radiates out from the Stoughton Station on the Stoughton Line. The area consists of approximately 475 properties developed with civic, commercial, industrial, and residential buildings between the early-nineteenth through the mid-twentieth century. The civic and commercial portion of this area, centered at the intersection of Washington, Wyman, Porter and Pearl streets was previously surveyed as the Stoughton Square Area (STG.A) in 1987. This survey did not define the boundaries of the area. Stoughton Square, the area currently near the intersection of Pleasant and Washington streets, is the location of the first settlement in Stoughton. Stoughton Square, which is the current location of the historic Stoughton Station, later became a civic and commercial node in the mid-nineteenth century and contained a fire station, meeting halls, church, theatre, an auto dealer, and a shoe factory. Residential neighborhoods extend out from this civic, commercial, and industrial center, along Perry, School, Pearl, Seaver, Pleasant and Canton streets. Examples of typical building types and architectural styles in the area include multi-family worker housing, Cape Cod Cottages, Bungalows, and Greek Revival, Italianate, Queen Anne, Craftsman, Colonial Revival, and Classical Revival style buildings. Many of the buildings have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original form, architectural ornamentation, and setting within the streetscape. The area also encompasses the sites of the first public school and meetinghouse in Stoughton, which are commemorated by Stoughton Historical Society markers (MHC Nos. STG.900 and STG.901) near the town green. The Pearl Street Cemetery (MHC No. STG.800) and the Mystic Rubber Company (MHC No. STG.2), which are individually eligible for the National Register, are also located in the area and are discussed below. The Downtown Stoughton Area is eligible for National Register listing at the local level under Criteria A and C, for its associations with the industrialization and development of Stoughton from the early-nineteenth through the mid-twentieth century, and for its broad range of intact historic architectural types and styles.

4.2.2 Individual Properties Recommended National Register Eligible

4.2.2.1 Pearl Street Cemetery (Map No.St.022)

The Pearl Street Cemetery (MHC No. STG.800) is located approximately 1,100 feet northeast of the Stoughton Line right-of-way, near the town center. The cemetery consists of a 1.6-acre lot with approximately 400 burial markers, arranged in informal rows that identify more than 700 graves. The oldest burial ground in Stoughton and contains burial markers dating from 1737 to 1965, the cemetery includes examples of slate, marble, and granite headstones, footstones, and monuments, as well as earth-covered tombs and family plots. The Pearl Street Cemetery was surveyed by PAL in 2002 for listing in the state inventory and recommended eligible for listing in the National Register at the local level under Criteria A and C (Berg 2002). The property is eligible its associations with the settlement and development of Stoughton and under Criterion C, as it exemplifies a range of eighteenth- through twentieth-century burial art. The cemetery is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

4.2.2.2 Mystic Rubber Company Building (Map No. St.024)

The Mystic Rubber Company (MHC No. STG.2) is located at 2 Canton Street, on the southwest side of the Stoughton Line right-of-way near Stoughton Station and the Wyman and Porter street railroad crossings. This multi-building complex includes five attached wood, brick, and concrete mill lofts as well as a boiler house and engine house. Mystic Rubber Company was established in 1877 for manufacture of rubberized clothing, and the existing complex in Stoughton was constructed in phases between 1877 and ca. 1920. The cloth was manufactured in Stoughton and then shipped to Boston for cutting and assembly of finished goods. Succeeding owners utilized the mill for the manufacture of footwear, which persisted until the 1980s. The property has since been converted into tenant-occupied mixed commercial and office spaces. The Mystic Rubber Company is eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the complex is significant for its associations with the rubber industry in Stoughton, an important economic activity in the town. Under Criterion C, the Stoughton Rubber Company complex is a significant and distinguishable grouping of late-nineteenth and early-twentieth century mill lofts erected to create an integrated manufacturing plant. It is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

4.2.2.3 Meade Rubber Company Building (Map No. St.046)

The Meade Rubber Company Building (MHC No. STG.1) is located at 25 Brock Street on the west side of the Stoughton Line right-of-way and an existing layover facility. It is within the site of the proposed Stoughton Station and adjacent to the Brock Street railroad crossing. The building is a two-story brick mill loft with constructed with typical fire resistive engineering of the period. It has a shallow-pitched “flat” roof with a rectangular box monitor, brick walls with

evenly-spaced windows between projecting piers, and a concrete foundation. Founded in 1916, Meade Rubber Company manufactured shoe heels and soles as well as rubberized fabrics for use in hospital sheets. The company was one of several companies engaged in the rubber fabric industry in Stoughton in the late nineteenth and early twentieth century. The Meade Rubber Company Building is eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the building is associated with the rubber clothing industry in Stoughton, which was an important economic activity for the town. Under Criterion C, the building is a good example in Stoughton of early twentieth century mill loft architecture. It is also located within the National Register eligible Downtown Stoughton Area (Map No. St.B).

4.3 Easton Historic Resources in Intensive Survey

The following areas/districts and individual properties in Easton identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey in Easton and evaluated as to their eligibility for listing in the National Register. Four areas/districts are eligible for listing in the National Register. There are no additional individual properties within the project APE in Easton that are eligible for National Register listing.

4.3.1 Areas/Districts Recommended National Register Eligible

4.3.1.1 Holmes-Linden Street Area (Map No. Ea.C)

The Holmes-Linden Street Area encompasses approximately 400 feet of the Stoughton Line right-of-way and is bounded by Holmes Street to the north, Mullen Lane to the east, the National Register-listed North Easton Historic District to the south, and Brookside Avenue to the west. The majority of the area consists of simple, one-and-one-half to two-story wood-frame residences constructed in the mid- to late nineteenth century to house laborers employed at the Ames Shovel Works and the shoe factories historically located in North Easton. The area includes approximately 78 properties, of which 72 contribute to its historic and architectural significance. Prevalent architectural styles and building forms include single-family, Italianate, Greek Revival, or Cape Cod houses. Many of the buildings have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original form, architectural ornamentation, and setting within the streetscape, forming a cohesive neighborhood of historic worker housing. The Holmes-Linden Street Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the historical development of North Easton and as an intact neighborhood of nineteenth-century worker housing.

4.3.1.2 Center Street Area (Map No. Ea.E)

The Center Street Area encompasses approximately 0.5 miles of the Stoughton Line right-of-way and is bounded by the National Register-listed North Easton Historic District to the north, Seaver Street to the east, Wilbur Street to the south, and Sheridan Street to the west. The area includes approximately 295 properties. The one-and-one-half to two-and-one-half-story, wood-frame, single family houses demonstrate the expansion of the North Easton community out from its center at the Ames Company Shovel Shop complex. Development in the area began along Center Street in the early nineteenth century and continued between Seaver Street and the railroad during the latter half of the nineteenth century. Rows of nineteenth-century worker housing are located on Day Street, and early-twentieth-century buildings are located along Spooner Street, Sheridan Avenue, and infilled vacant lots throughout the area. Architectural styles and building types represented include Gothic Revival, Greek Revival, Italianate, Cape Cod, Second Empire, Queen Anne, Colonial Revival, and Dutch Colonial Revival. Many of the buildings have been altered by the installation of synthetic siding and replacement of original doors and windows, but they retain their original form, architectural ornamentation, and setting within the streetscape. The Center Street Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the historical development of North Easton and as an intact neighborhood representing a range of nineteenth- and early-twentieth-century architectural styles. The Center Street Area encompasses two compact areas of late-nineteenth-century housing that were previously surveyed by the Easton Historical Commission and recommended as contributing resources within a potentially eligible district. These two areas are the Williams Street Area (MHC No. EST.O) and the Howland Court Area (Map No. MHC No. EST.L). Since these areas are within the larger, Center Street Area, they are not described separately in these survey results.

4.3.1.3 Easton Center Area (Map No. Ea.F)

The Easton Center Area (MHC No. EST.I) is a 250-acre area located between Center, Short, and Depot streets that encompasses approximately 0.5 miles of the Stoughton Line right-of-way. The area includes approximately 120 properties developed with civic and residential buildings from the late eighteenth through the twentieth-century. Architectural styles and building types represented include Federal, Greek Revival, Italianate, Cape Cod, Colonial Revival, and Bungalow structures. The historic buildings are spread out throughout the area and retain a high degree of architectural integrity. There are approximately 62 non-contributing properties interspersed throughout the area, however, they do not detract from the cohesiveness of the historic area. The Easton Center Area was originally recommended eligible for National Register listing in 1998 at the local level under Criteria A and C for its association with the historical development of Easton and for its collection of civic and residential architecture from the eighteenth to early-twentieth century (Johnson 1998a). The current survey affirms that the area is eligible for listing in the National Register.

4.3.1.4 Hayward-Pool Area (Map No. Ea.G)

The Hayward-Pool Area (MHC No. EST.K) is located along the north side of Foundry Street and abuts approximately 1,000 feet of the Stoughton Line right-of-way at its west edge. The area encompasses 60 acres and contains 13 properties, including 11 residences, a cranberry bog with associated agricultural buildings, and a burial ground. The 13 properties were developed between 1778 and 1928 and are associated with the Hayward and Pool families who settled the area, establishing agricultural and light industrial concerns in the early eighteenth-century. Members of both the Hayward and Pool families are buried in the Pine Grove Cemetery, which is a contributing resource in the area. The site of the cranberry bog was historically used by settlers for its cedar trees and marsh hay. The Meadow Lea Cranberry Company opened the cranberry bog in 1910 and it operated under multiple owners until at least 1960. The houses include examples of the Federal, Queen Anne, and Colonial Revival architectural styles. The Hayward-Pool Area was surveyed in 1998 (Johnson 1998b) and is eligible for National Register listing at the local level under Criteria A and C for its associations with the historical development of a rural section of Easton and as an intact collection of historic buildings within an agricultural setting.

4.4 Raynham Historic Resources Intensive Survey

The following areas/districts and individual properties in Raynham identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district is eligible for listing in the National Register. One individual property is also eligible for National Register listing and is located outside of any areas/districts. One area and one individual property are ineligible for National Register listing due to a lack of significant historic associations and/or architectural integrity.

4.4.1 Areas/Districts Recommended National Register Eligible

4.4.1.1 Carver Street Area (Map No. Ra.B)

The Carver Street Area is located on the east side of the Stoughton Line right-of-way at the Carver Street railroad crossing. It consists of a collection of five civic, religious, and residential properties near the intersection of Broadway and Carver Street in the central part of Raynham. One property at the north end of the district was demolished since 2008. The remaining buildings were constructed between 1850 and 1905 and include a Congregational Church (1876) and rectory (ca. 1905), the G.H. Lincoln House (ca. 1850) and the H.P. Crocker House (ca. 1870), and Gilmore Hall (ca. 1850). Some of the buildings have synthetic siding and replacement doors and windows, but generally retain a high degree of architectural integrity and are in good condition. The area is eligible for National Register listing at the local level under Criteria A and C for its associations with mid-nineteenth- and early-twentieth century development and architecture.

4.4.2 Individual Properties Recommended National Register Eligible

4.4.2.1 Dog Kennel and Track Property (Map No. Ra.011)

The Raynham Dog Kennel and Track Property located at 385 Thrasher Street, is situated along the east side of the Stoughton Line right-of-way, just southeast of the Britannia Street railroad crossing and east of the Taunton city boundary. In the early twentieth-century, likely during the 1930s, a farmstead at this site (circa 1870) was developed as a dog kennel and track. Although the history of this property is not known and the site is heavily deteriorated, the remaining historic fabric, including remnants of a fenced kennel, dog run complex, and a large, oval, dirt track with an announcer's podium, is evidence of a significant era in New England dog racing history that lasted 75 years. With state legislation in 1935, Massachusetts became the first state in New England to conduct greyhound racing. Local dog tracks likely to be contemporaries of the Raynham Dog Kennel and Track Property included Revere's Wonderland Greyhound Park (1934), Taunton Dog Track (1935) and Raynham Park (1940). Although these tracks had long histories, remaining active in the state until about 2009 when Massachusetts voters approved a dog racing ban, they no longer retain any historic fabric. As the singular remaining historic dog track site in the Raynham/Taunton area, the Dog Kennel and Track Property is eligible for National Register listing at the local level under Criteria A and D for its associations with the Massachusetts dog track industry and for its potential to yield information related to early dog track racing in the northeast region.

4.4.3 Historic Resources Not Eligible for National Register

4.4.3.1 Broadway-Center Street Area (Map No. Ra.C)

The Broadway-Center Street Area is an irregularly shaped area that encompasses portions of the Stoughton Line right-of-way and abuts the west side of the Whittenton Branch right-of-way. The area is centered on Broadway (State Route 138) in the areas previously known as Gilmoretown, which developed around a shoe-manufacturing firm established by C. and H.T. Gilmore in 1857, and Prattville. The area includes 150 properties. It consists primarily of residences, but also contains 12 commercial properties, two schools, and a modern post office. Construction dates range from approximately 1860 to 1960 and architectural styles represented range from the Greek Revival to the Colonial Revival, along with numerous Bungalow and Cape Cod residences and the Milk Bottle Restaurant – a notable example of commercial roadside architecture located outside the 400 foot APE. The majority of them have been altered by window replacement, the installation of synthetic siding, and modern additions, especially along Broadway. The Broadway-Center Street Area is not eligible for National Register listing due to overall loss of integrity.

4.4.3.2 Prospect Hill Street (Map No. Ra.001)

The 521 Prospect Hill Street individual property (a/k/a 87 Prospect Hill Street in 2009 reconnaissance survey) extends between Prospect Hill Street and the west side of the Stoughton Line right-of-way. The farmstead sits on a slightly sloping, narrow, rectangular lot predominantly wooded with a small portion dedicated to open space for farming. This property contains a farmhouse, barn, and chicken coop, with a gravel driveway leading to the main entry-ways of the south-facing farmhouse and the west-facing barn. The mid- to late-eighteenth-century farmhouse, which has lost significant architectural integrity, is a rectangular, two-bay by three-bay, one-story, wood-framed, side-gabled vernacular style building with two increasingly smaller connected work sheds extending from the east elevation that are similarly designed and oriented. A detached New England style barn constructed around the same time as the farmhouse stands just southeast of the farmstead. The barn has an asphalt shingle roof, wood shingle siding, a hay door, and large, hinged, wood paneled barn doors on the west-facing facade, and an attached rear shed. A chicken coop sits alongside Prospect Hill Street in the northwestern corner of the property. Constructed in the early-twentieth century, the chicken coop is constructed of mortared granite blocks with a tin shed roof and a wood post-and-beam standing seam tin shed-roofed addition, extending from the northern elevation. Although the property at 87 Prospect Hill Street is an early existing farmstead in the town of Raynham, it has lost architectural integrity and does not have strong historical associations with the town's agricultural development that would make it eligible for National Register listing.

4.5 Taunton Historic Resources Intensive Survey

The following areas/districts and individual properties in Taunton identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. Seven areas/districts and two individual properties within the project APE in Taunton are eligible for listing in the National Register. One of these areas (High Street Area, Map No. Ta.D) encompasses a smaller area (Harrison Street Area, Map No. Ta. V) that was included in the DEIS/DEIR, but is only eligible as part of the larger High Street Area. Therefore, the smaller Harrison Street Area (Map No. Ta. V) is not included in this survey. Two areas and four individual properties included in the survey are not eligible for National Register listing.

4.5.1 Areas/Districts Recommended National Register Eligible

4.5.1.1 Taunton Center Area (Map No. Ta.B)

The Taunton Center Area is a large, irregularly shaped area located along the north and west sides of the Taunton River east and west of the Stoughton Line right-of-way. The area encompasses three previously documented districts/areas: the Church Green National Register Historic District (TAU.A), the larger Church Green LHD (TAU.AC), and the Ashland Street Area (TAU.H); and abuts the Taunton Green National Register Historic District (TAU.C) to the

west, and the potentially National Register eligible High Street Area (Map No. Ta.D) described below. The Church Green and Taunton Green National Register Historic Districts are located more than 1,000 feet west of the Stoughton Line right-of-way, and are therefore not described separately. The Church Green LHD encompasses the smaller Church Green National Register Historic District and is described above. The Ashland Street Area includes a group of mid-nineteenth- to early-twentieth-century residences located on Ashland Street between Dean and Washburn streets. This area spans between 400 to 1,600 feet west and north of the Stoughton Line right-of-way.

The Taunton Center Area encompasses approximately 114 contributing and 11 non-contributing properties, primarily developed with residential, civic, and commercial buildings constructed between the early nineteenth century through the twentieth century. Prevalent architectural styles include examples of the Federal, Greek Revival, Gothic Revival, Italianate, Second Empire, Stick, Shingle, Classical Revival, Colonial Revival, Shingle, Dutch Colonial Revival, Craftsman, and Spanish Colonial Revival styles. Examples of the Cape Cod Cottage building type are also present. The Taunton Center Area includes many high style residential buildings and the boundaries of the area terminate on Arlington and Summer streets east of the rail right-of-way to exclude altered, lower integrity architectural examples. The Taunton Green area was the location of the first settlers' meeting-house and school in the mid-seventeenth century (not extant) and developed into the civic center for the city as early as 1848. The Taunton Center Area is recommended eligible for National Register listing at the local level under Criteria A and C for its associations with development of the city from its settlement to the mid-twentieth century and for its broad range of high style historic architecture.

4.5.1.2 High Street Area (Map No. Ta.D)

The High Street Area is a residential neighborhood bounded by the Mill River to the north, the Stoughton Line right-of-way on the Stoughton Alternative to the east, the Attleboro Secondary right-of-way on the Whittenton Alternative to the south, and Winthrop Street to the west. The area encompasses 75 properties. The majority of the historic buildings in the area are Victorian period residences constructed between 1870 and 1910, although several examples of earlier Federal, Greek Revival, and Italianate residences are also present, primarily along Spring Street. Most buildings retain a high degree of architectural integrity and minor alterations include window replacement and the installation of synthetic siding. The High Street Area encompasses the previously surveyed Harrison Street Area (Map No. Ta.V, MHC No. TAU.I), of 28 properties that comprise an intact streetscape of Greek Revival, Italianate, and Second Empire style wood-frame dwellings, constructed between 1850 and 1900. The High Street Area is recommended eligible for National Register listing at the local level under Criteria A and C for its associations with the development and expansion of Taunton due to industrialization and collection of nineteenth- and early-twentieth-century architecture.

4.5.1.3 Whittenton Mill Area (Map No. Ta.F)

The Whittenton Mill Area is centered on Whittenton Street, east of the Mill River, and is located east and west of the Whittenton Branch right-of-way on the Whittenton Alternative. The area encompasses the proposed Whittenton Station along with approximately 80 residential and industrial properties associated with the Whittenton Mills Complex (Map No. Ta.G), which was constructed between 1858 and 1895. The purpose of identifying this area was to address the significance of the worker housing and other structures associated with the Whittenton complex that were not listed in the National Register in 1984 as part of the Whittenton Mill Complex Historic District (see Map No. Ta.G). The area consists primarily of modest, nineteenth-century, one-and-one-half-story, wood-frame, identical worker housing that forms distinct streetscapes along First, Second, Third, Fourth, and Fifth avenues. Examples of worker housing include Greek Revival style duplexes with side gable roofs, shed dormers, and interior chimneys; and similar Greek Revival style single-family residences with front or side gable roofs. Although the majority of the houses in the area have been altered by window and door replacement and the installation of synthetic siding, the buildings retain their original form and arrangement, and the area retains its setting of compact housing with direct views of the mill. The Whittenton Mill Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the nineteenth-century industrial development of Taunton and as an intact example of nineteenth-century mill village.

4.5.1.4 Reed and Barton Mill Village (Map No. Ta.H)

The Reed and Barton Mill Village is a compact neighborhood of worker housing located along Meadow, Cottage, and Lawrence streets, to the southeast of Whittenton Branch right-of-way on the Whittenton Alternative. The northwest end of the district is approximately 200 feet from the Whittenton Street railroad crossing and proposed Whittenton Station. The area encompasses approximately 87 properties developed with one-and-one-half to two-and-one-half-story, wood-frame residences; a common type of worker housing constructed in Taunton between the mid- to late-nineteenth century. The majority of the buildings exhibit the Greek Revival or Italianate style, and there are a few examples of the Two-Decker building type. Each streetscape has examples of identical housing with dramatic views of the brick Reed and Barton Mill complex (1830–1890) to the southeast (out of the project APE). The Reed and Barton Mill Complex (MHC No. TAU.Q) was listed in the National Register in 1984 as part of the Taunton MRA and a separate area of associated worker housing located on Cottage and West Britannia streets has been previously surveyed. The Reed and Barton Mill Village is eligible for National Register listing at the local level under Criteria A and C for its associations with the industrial and residential development of the city, and as a good, intact example of a nineteenth-century mill village in Taunton.

4.5.1.5 Ancient Whittenton Area (Map No. Ta.I)

The Ancient Whittenton Area (MHC No. TAU.R) is a linear area located on Whittenton and Warren streets that intersects the Whittenton Branch right-of-way on the Whittenton Alternative at the Warren Street railroad crossing. The area encompasses approximately 40 properties, including four eighteenth-century houses possibly associated with settlers who initiated the use of the Taunton River for iron forges near this location. The area includes several nineteenth-century Cape Cod Cottages, worker housing duplexes, and Stick and Queen Anne style residences. Many of the houses have been altered by the replacement of original windows and doors and the installation of synthetic siding, but they retain their overall design characteristics and setting. The Ancient Whittenton Area was surveyed in 1979, but no National Register evaluation was completed. It is eligible for National Register listing at the local level under Criteria A and C for its associations with the early residential settlement and industrial development of Taunton, and for its collection of intact, historic residential architecture.

4.5.1.6 Hart Street Area (Map No. Ta.L)

The Hart Street Area is located in East Taunton, on both sides of the Attleboro Secondary right-of-way on the Stoughton Alternative, equidistant from Weir Junction and Cotley Junction. It is an irregularly shaped residential area oriented on Hart Street, demarcated by the intersection of America and Linden streets to the north and Williams Street to the south. The area was originally farmland, primarily owned by the Hart and Williams families. By 1870, John W. Hart had established a brickyard, later known as the Stiles and Hart Brick Company, on the north side of Hart Street. A residential neighborhood built up around the complex throughout the late-nineteenth and early twentieth centuries. The Hart Street Area includes approximately 56 contributing and 19 non-contributing properties. The majority of the contributing buildings are residences constructed between the mid-nineteenth and early twentieth century. Prevalent architectural types and styles include Greek Revival, Italianate, Queen Anne, Cape Cod Cottage, Colonial Revival, and Bungalow. The area also includes an Italian Social Club and a former store and poultry farm. The majority of the buildings retain their original setting, design, and materials, with the exception of window replacement, the installation of synthetic siding, and small additions. The Hart Street Area is eligible for National Register listing at the local level under Criteria A and C for its associations with the economic growth and development of Taunton neighborhoods and as a well preserved collection of domestic architecture in Taunton during the second half of the nineteenth century.

4.5.1.7 Tremont Street Area (Map No. Ta.T)

The Tremont Street Area extends from approximately Horton Street to the Attleboro Secondary grade crossing at Tremont Street on the Whittenton Alternative. The area is a linear corridor encompassing 28 properties developed primarily with early- to late-nineteenth-century Greek Revival, Italianate, and Second Empire style dwellings. The houses are one-and-one-half to two-and-one-half story wood-frame structures with full-width or entrance porches, set back

approximately 50 feet from the street. All of the buildings in the area retain their original siting, massing, and some of their ornamental features, but some have been altered through window replacement and the installation of vinyl siding. One property within the area, the N.S. Mason House is individually listed in the National Register, as part of the 1984 Taunton MRA. The Tremont Street Area is eligible for National Register listing under Criteria A and C for its associations with the nineteenth-century residential development of Taunton and for its intact collection of nineteenth-century domestic architecture.

4.5.2 Individual Properties Recommended National Register Eligible

Two individual properties in Taunton were found to be eligible for listing in the National Register.

4.5.2.1 Staples Coal Company Coke Silos and Warehouse (Map No. Ta.160)

The Staples Coal Company property is located off White Avenue and abuts the northeast side of the Attleboro Secondary right-of-way on the Whittenton Alternative. The company functioned as a railroad served fuel supplier that provided anthracite coal for domestic use, and bituminous coal and coke for foundries, blacksmithing, and other commercial uses. The property contains a two-and-one-half-story, gable-roofed, wood-frame warehouse constructed circa 1870 and a collection of 12 concrete block silos set atop a one-story, rectangular concrete base, constructed circa 1920. The Staples Coal Company Coke Silos and Warehouse property is eligible for National Register listing at the local level under Criteria A and C. Under Criterion A, the property possesses important historical associations with the local metals industries in Taunton, and provided Coke used to melt metals in iron foundries and for the production of jewelry, household metals, nails, and locomotive components. The property meets Criterion C as a regionally unusual and rare surviving example of a coke storage and distribution facility, which is more typical in areas with higher consumption of coke.

4.5.2.2 Rhodes Button Company (Map No. Ta.225)

The Rhodes Button Company (MHC No. TAU.258, TAU.625) is located at 12 Porter Street, approximately 50 feet southwest of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Porter, Cohannet, and Winthrop street grade crossings. The property consists of a compact lot with two connected one-and-one-half story wood-frame machine shops constructed circa 1860 and a three-story brick loft constructed in 1879. The machine shops are rectangular buildings with gable roofs, box monitors, brick chimneys, and historic clapboard siding. One-story brick and wood-frame and additional chimney stacks are attached to the side and rear elevations of the machine shops. The brick loft is a three-bay wide, 13-bay long rectangular building with a slightly pitched gable roof, stone foundation, and segmental arched window openings with flush brick lintels. Stephen Rhodes moved to Taunton in 1830 and produced buttons, and coffin and upholstery tacks on the property during the mid-nineteenth century. As the company expanded, Stephen and his son Marcus Rhodes began

manufacturing wiring nails and fasteners for utilities companies. The property was originally located adjacent to the Mason Machine Works, manufacturer of locomotive components. The Rhodes Button Company is eligible for listing in the National Register at the local level under Criteria A and C. Under Criterion A, the property possesses significant historical associations with the nineteenth-century industrial development of Taunton, and was part of a large local network of railroad served or iron related industries. Under Criterion C, the property retains two well-preserved examples of mid-nineteenth century industrial architecture on their original site, which are rare surviving remnants of a historical concentration of railroad served industries in the area (Winters 1979b).

4.5.3 Historic Resources Not Eligible for National Register

4.5.3.1 Weir Village Area (Map No. Ta.K)

The Weir Village Area (MHC No. TAU.K) extends on either side of the Attleboro Secondary right-of-way on the Stoughton Alternative at the Ingell Street rail crossing. Weir Village, consisting of approximately 71 buildings, is an irregularly shaped area centered at the intersection of Ingell, Plain, Weir, West Water, and First streets. Located on the Taunton River, Weir Village developed during the nineteenth century as a major local shipping center and the production center for the iron, copper, brick, and stove industries. This area includes a variety of residential, commercial, and industrial properties associated with the growth of Taunton's nineteenth- and early-twentieth-century industries. Due to a loss of integrity through the demolition of two of the three most prominent related mill complexes within the APE (the Taunton Cotton Manufacturing Company and half of the Weir Stove Company), this area is not eligible for National Register listing. One individually listed National Register property, Cohannet Mills No. 3 (Map No. Ta.089), remains within the APE and is discussed in Chapter 3. Two individually listed National Register properties identified in the 2009 survey for the DEIS/DEIR are outside of the project baseline APE and are discussed at the end of this chapter.

4.5.3.2 Hodges Avenue Area (Map No. Ta.U)

The Hodges Avenue Area is an irregularly shaped neighborhood located on the northeast side of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Tremont Street grade crossing, along Chandler, Hodges, and White avenues. The area is comprised of approximately 72 properties with modest mid to late-nineteenth century worker housing, a mill overseer's house, along with two former industrial buildings, the Diamond Textile Mill complex and an ice house. Housing types in the area include one-and-one-half to two-and-one-half-story, Greek Revival Italianate, Second Empire, and vernacular style buildings, two-deckers, and gable-roofed multi-family dwellings. The Hodges Avenue Area likely housed workers of several area industries, including the Taunton Cotton and Machine Company, formerly located on the Mill River between Hodges Avenue and Park Street. Due to numerous alternatives resulting in a loss of integrity, the Hodges Avenue Area is not eligible for National Register listing.

4.5.3.3 Bridge No. 12.00 over Brickyard Road (Map No. Ta.091)

Bridge No. 12.00 carries the Attleboro Secondary right-of-way on the Stoughton Alternative over an abandoned private lane that forms an extension of Akron Lane in Taunton. The bridge is a two-track, single-span, metal, stringer structure with an open timber deck. Separate superstructures for each track cross the 14 foot span. The east deck, now without rails, consists of a pair of stringers (one under each rail) and lateral and diagonal L-channel cross-bracing. Each stringer is assembled from pair of rolled iron I-beams joined with riveted diaphragms. The west deck consists of a pair of rolled steel I-beam stringers (one under each rail). The stringers are reinforced with welded lateral and diagonal crossbracing. The bridge abutments, which appear to predate the superstructure, are assembled of massive split granite ashlar bound with heavy iron cramps. Each abutment has about 3 inches of unreinforced concrete cast onto its face. The first establishment of a bridge at this location is unknown, although historical maps show brickyard activity in the vicinity beginning in the 1870s. The east superstructure was erected in 1906 by the Boston Bridge Works for the New York, New Haven & Hartford Railroad. The west superstructure date is unknown, but its welded assembly indicates that it was erected sometime after World War II. Bridge No. 12.00 is not eligible for listing in the National Register. Both halves of the structure are typical examples of one of the most common types of railroad bridge design. The structure is not associated with any significant developments in Taunton's transportation network.

4.5.3.4 New York, New Haven, and Hartford Railroad Bridge over the Mill River (Map No. Ta.149)

The New Haven Railroad Bridge over the Mill River (Bridge No. 20.66) is located on the Whittenton Branch on the Whittenton Alternative between Warren and Whittenton streets in Taunton. This ca. 1930 structure is a seven-span, continuous, reinforced concrete deck bridge with an asphalt deck surface and pipe railings. It is approximately 80 feet long between the abutments, 27 feet wide (out-to-out), and has typical spans of 16 feet. The solid concrete cutwater piers have a small open section consisting of concrete posts, presumably to allow increased river flowage rates at flood stage. The structure is in poor condition. No plans are available for the structure, but historic maps indicated that the structure was constructed between 1915 and 1937 by the New Haven as a replacement for an earlier wood pile trestle on the same alignment. The New Haven Railroad Bridge over the Mill River is not eligible for National Register listing. The structure is a relatively late example of the commonly-used continuous concrete deck type and has no associations with important transportation improvements in Taunton. The bridge is located within the Whittenton Mills Area (Map No. Ta.F).

4.5.3.5 Taunton Car Manufacturing Company Building (Map No. Ta.206)

The Taunton Car Manufacturing Company (MHC No. TAU.257) is located at 3 Myrtle Street, approximately 400 feet south of the formerly proposed Taunton Depot station. The property contains a two-story, four-bay by one-bay, Italianate style, brick building constructed circa 1870. The building retains its original siting, massing, slightly-pitched gable roof with overhanging eaves, and segmental arched window openings. The building is the only remaining structure from the Taunton Car Manufacturing Company complex, which produced train and trolley cars. The company was strategically located close to the railroad and adjacent to two of the city's largest train component manufacturers, the Mason Machine Works and Taunton Locomotive Company. John H. Moore and James Booth purchased the property in 1881 and converted it into a molding and planning mill (Winters 1980a). The demolition of all of the other buildings that historically comprised the Taunton Car Manufacturing Company complex have resulted in a loss of integrity to the setting of this building. This building was not the primary facility in the complex and as a modest, common example of industrial architecture it does not possess architectural significance on its own to merit listing in the National Register.

4.5.3.6 Joseph E. Wilbar House (Map No. Ta.213)

The Joseph E. Wilbar House is located at 150 Cohannet Street, approximately 300 feet northeast of the Attleboro Secondary right-of-way on the Whittenton Alternative, near the Porter and Cohannet street grade crossings. The house is a two-and-one-half story, three-bay-wide, L-shaped Italianate style wood-frame building constructed circa 1860. It has been altered through the installation of vinyl siding, but retains its original siting, massing, overhanging eaves, an arched eave window, two-over-two wood sash, bracketed window hoods, and a pedimented entrance porch leading to a pair of paneled doors. A one-and-one-half-story, vinyl sided barn is located behind the house. Joseph E. Wilbar resided at the house from at least 1871 to 1895 and is the son of Joseph Wilbar, who designed the National Register-listed Mount Pleasant Cemetery (Map No. Ta.262) described above. The cemetery, established in 1834, is located approximately 1,000 feet south of the house. The Joseph E. Wilbar House has been altered by changes to siding and windows, and a large one-and one-half story gable-roof addition has been attached to the building. Its setting has also been altered, and the garage converted to a commercial building. The property is therefore not eligible for listing in the National Register.

4.6 Berkley Historic Resources Intensive Survey

The following areas/districts and individual properties in Berkley identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district and one individual property located outside of any area/district boundaries are eligible for listing in the National Register.

4.6.1 Areas/Districts Recommended National Register Eligible

4.6.1.1 Myricks Street Area (Map No. Be.C)

The Myricks Street Area is located on the New Bedford Main Line and Fall River Secondary right-of-ways in southeast part of Berkley, and includes a segment of Myricks Street and all of Grove and Mill streets. The area encompasses approximately 49 properties, of which 38 contribute to its historic and architectural significance. The center of the area is within the 800 foot APE, but the boundaries of this area extend to encompass additional properties to the east and west. The area is comprised of primarily one-and-one-half-story, modest residences constructed between the mid-nineteenth century and early twentieth century in the Greek Revival, Italianate, and Colonial Revival styles that are currently in fair condition and for generally retain architectural integrity. Originally part of Taunton, Myricksville developed as an important railroad transshipment center for the agricultural goods produced in the region. During the late nineteenth century, a small textile mill (no longer extant) was constructed between what is now 6 and 12 Mill Street. The Myricks Street Area is eligible for listing in the National Register under Criterion C at the local level for its representation of mid-nineteenth to early-twentieth century residential architecture within the town of Berkley.

4.6.2 Individual Properties Recommended National Register Eligible

4.6.2.1 Residence, 1 Macomber Street (Map No. Be.006)

The property at 1 Macomber Street is located approximately 50 feet east of the New Bedford Main Line railroad crossing at Padelford Street. The building is an asymmetrical, generally rectangular, two-story, three-bay by five-bay, wood-framed Italianate-style farmhouse with a wrap-around built-in classical-style porch, an attached rear Italianate-style addition, and connected barn. The building was constructed in 1860 directly across Macomber Street from the New Bedford and Taunton Railroad line in the village Myricksville, just west of the village center. The property was located within the boundary of Taunton until 1879, when Myricksville was annexed to the town of Berkley. Early residents of the farmhouse included members of the Padelford and Macomber families, who were prominent in Taunton's history (Beers 1871; Everts & Richards 1895). Italianate cottage style residences were common in Berkley throughout the town's early industrial period, spanning from 1830 to 1870. These properties were typically constructed with either side hall or center hall plans and gable-end chimneys. The application of rounded-arch windows within the gable ends was also common. The most elaborately-designed Italianate style residence in Berkley is a circa 1865 with a two gable-end chimneys on South Main Street. At this time, the town was identified as "almost exclusively an agricultural town and as such reported 125 farms in 1865, producing Indian corn, potatoes, and various fruits" (Massachusetts Historical Commission 1981e:6-7). The property retains integrity of location, design, workmanship, materials and feeling as a Italianate style farmhouse. It is eligible for National Register listing under Criterion C at the local level for its representation of the Italianate style as applied to a rural residence.

4.7 Lakeville Historic Resources Intensive Survey

The following areas/districts and individual properties were included in the intensive survey in Lakeville and evaluated as to their eligibility for listing in the National Register. One area/district in Lakeville was defined during the course of the reconnaissance survey for the DEIS/DEIR as eligible for listing in the National Register. Two individual properties were evaluated as not eligible for the National Register.

4.7.1 Areas/Districts Recommended National Register Eligible

4.7.1.1 Assonet Cedar Swamp Area (Map No. La.C)

The Assonet Cedar Swamp Area (MHC No. LAK.D) is a cultural landscape encompassing the majority of the New Bedford Main Line right-of-way that extends through Lakeville. The area is comprised of approximately 2,670 acres of natural and cultural resources roughly bounded by Malbone, Mill, and Freetown streets, Pierce Avenue, and County and Howland roads. The center of the area is the Assonet Cedar Swamp, which is currently preserved as a wildlife refuge. The Swamp historically supported residential and agricultural development on its periphery, and served as an important source of cedar managed and harvested by local residents. The remainder of the area encompasses approximately 38 early-eighteenth to early-twentieth-century residences, mill sites, quarry sites, and cemeteries. The area boundaries include the Beechwoods/Pierce Avenue Area (MHC No. LAK.G) that was surveyed prior to the Assonet Cedar Swamp Area. Since the Beechwoods/Pierce Avenue Area is within the Assonet Cedar Swamp Area, it is not separately identified in this report. The Assonet Cedar Swamp Area was previously surveyed and evaluated as eligible for the National Register at the local level under Criteria A, C, and D for its association with the historic settlement and development of Lakeville, its intact collection of eighteenth- and nineteenth-century residences, and its retention of several mill, quarry, and domestic sites (Berg and Longiaru 2002). This survey confirms the area's eligibility for National Register listing.

4.7.2 Individual Properties Recommended National Register Eligible

4.7.2.1 Pierce and Haskins Cemetery (Map No. La.024)

The Peirce and Haskins Cemetery is a small, informal, eighteenth- to late-nineteenth-century burial ground divided into seven family plots with 45 slate and granite headstones that date from 1785 to 1892, slate footstones, and unmarked plots. Set within a rural, residential neighborhood on private property, 500 feet southeast of the end of Adams Lane, the cemetery is located 200 feet east of the Fall River Secondary right-of-way and situated at the southern edge of a field and bound on all remaining sides by a wooded swamp area. Originally part of the Holloway farm, the property was settled in 1699. The cemetery has burials for members of the Peirce family, a family that, throughout the nineteenth century and into the early-twentieth century, resided within the immediate vicinity of the cemetery. Previous research has suggested

that the unmarked graves may date to the early- to mid-eighteenth century, with associations to Quaker communities in Lakewood (the Beechwoods and the Myrics), since Quakers during this period commonly left burials unmarked; however, these burials may have simply lost their gravestones over time, due to theft, erosion, and/or deterioration. A circa 1970 plot plan indicates that the cemetery is divided into seven plots. A site visit was not possible due to lack of access to determine integrity and photograph the cemetery. Therefore, for the purposes of the South Coast Rail Project review the Pierce and Haskins Cemetery is considered to be eligible for the National Register at the local level under Criterion A for its associations with the historical development of Lakeville, and possibly under Criterion C for containing examples of eighteenth- and nineteenth-century funerary art.

4.7.3 Historic Resource Not Eligible for National Register

4.7.3.1 Railroad Bridge No. 0.92 over Assonet River (Map No. La.025)

Railroad Bridge No. 0.92 over the Assonet River (Cedar Swamp) (no MHC no., Map No. La.025) carries the Fall River Secondary Line over the Assonet River in the forested southwest corner of Lakeville. The three-span, riveted plate girder deck bridge with an open timber deck rises about 5 feet above the river on split granite abutments and piers. It measures approximately 60 feet long between the abutments and 10 feet wide. Span length varies from 19.5 to 23 feet. The New York, New Haven & Hartford Railroad erected Railroad Bridge No. 0.92 in 1908 using girders from a railroad-owned bridge in New York State. The granite piers appear to predate the structure, although their exact date of construction could not be determined. This structure is not recommended eligible for listing in the National Register. The bridge is a relatively small example of a common railroad bridge type and is not associated with any important transportation improvements in Lakeville.

4.8 Freetown Historic Resources Intensive Survey

The following areas/districts and individual properties in Freetown identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area/district is eligible for listing in the National Register, and one individual property is not eligible.

4.8.1 Areas/Districts Recommended National Register Eligible

4.8.1.1 Slab Bridge Road Area (Map No. Ft.C)

The Slab Bridge Road Area is located immediately east of the Assonet Historic District and encompasses portions of Walnut and Elm streets, and Richmond, Slab Bridge, and Howland roads. The area overlaps with the APE along the Fall River Secondary Line and is adjacent to or overlaps three grade crossings. The area is comprised of modest, Georgian, Federal, Greek Revival, Cape Cod, and Bungalow residences constructed between the late eighteenth and early

twentieth century near the Assonet railroad depot (not extant). The depot was located near the railroad crossing of Slab Bridge Road (Beers 1871). The majority of the buildings in the area are in good condition, but have been altered by front porch additions, window replacement, and the installation of synthetic siding. Three houses in the area were previously included in the MHC Inventory: 21 Forge Road, the Rufus Macomber House at 26 Forge Road, and 28 Forge Road. The Slab Bridge Road Area is eligible for National Register listing at the local level under Criteria A and C as an intact early development of late-eighteenth to early-twentieth-century residential architecture with associations to early settlement patterns of Freetown.

4.8.2 Individual Properties Recommended National Register Eligible

No individual properties in Freetown were recommended as eligible for listing in the National Register.

4.8.3 Historic Resource Not Eligible for National Register

4.8.3.1 George Cummings House (Map No. Ft.002)

The George Cummings House is located approximately 400 feet west of the New Bedford Main Line right-of-way. The house is a rectangular, five-bay by three-bay, one-story, wood framed Cape Cod cottage constructed in 1806, with a late-nineteenth-century, one-story, side-gabled, rear addition that extends east and a secondary Queen Anne-style inset porch. The original owner of the property, George Cummings, was involved in town as a selectman, served as town assessor, and served in the war of 1812. In 1978, the George Cummings House was surveyed for listing in the state register (Thomas 1978). There are other better examples of late eighteenth- to early nineteenth-century Cape Cod style properties throughout Freetown; including the Charles A. Morton House (MHC No. FRE.133), the Hathaway House (MHC No. FRE.163), Dr. James Ashley House (MHC No. FRE.100), the Hopkins-Briggs House (MHC No. FRE.9), the Dr. Bradford Braley House (MHC No. FRE.150), and residences at 26 Forge Road (MHC No. FRE.67), and 21 Forge Road (MHC No. FRE.66). Therefore, this property is not individually eligible for listing in the National Register.

4.9 New Bedford Historic Resources Intensive Survey

The following areas/districts and individual properties in New Bedford identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. One area is eligible for National Register listing. This area is located within a larger area, which is not eligible. Six of the individual properties are eligible for inclusion in the National Register. These individual properties are located outside of any area/district boundaries.

4.9.1 Areas/Districts Recommended National Register Eligible

4.9.1.1 National Spun Silk Company Oneko Mills (Map No. NB.G)

National Spun Silk Company Oneko Mills (NBE.U) abuts the east side of the New Bedford Main Line. This complex of two free-standing brick and concrete mill lofts and a power house takes up the majority of a city block on three parcels. Three of five original buildings survive. Mill No. 2 (1918) is a typical early-twentieth century mill loft of fire-resistive brick and timber construction. Mill No. 3 (1920) is a Neo-Classical Style mill loft with a reinforced concrete, Turner-type, mushroom column frame. This five-story, 132-by-354-foot building has a pier-and-spandrel decorative scheme that makes extensive use of cast stone ornament. The Power House (1920) is Neo-Classical Style brick and cast concrete building that presents a simplified version of Mill No. 3's decorative scheme. National Spun Silk Company was organized in 1916 to manufacture spun silk cloth, a specialty product derived from waste left over from higher-quality silks. Demand for the cloth, which was used in defense-related products including gunpowder bags, rose dramatically due to World War I. Oneko Mills was one of a handful of facilities nationally that manufactured the product, and one of the larger silk companies in New Bedford. An expansion was planned for Mill No. 3 but never completed, leaving it with an asymmetrical appearance. A Weave Shed and combined Blacksmith Shop/Boiling and Drying House/Sorting House are now demolished. The National Spun Silk Company Oneko Mills is eligible for listing in the National Register under Criterion A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex has important associations with the development of New Bedford's silk industry, a significant component of the city's larger textile economy. Under Criterion C, the complex is significant for its architecturally-distinguished Neo-Classical architecture and for its examples of early twentieth century brick and concrete mill loft construction.

4.9.2 Individual Properties Recommended National Register Eligible

4.9.2.1 Lambeth Rope Corporation Complex (Map No. NB.010)

The Lambeth Rope Corporation Complex is located at 627 to 637 Tarkiln Hill Road and abuts the west side of the New Bedford Main Line right-of-way, near the Tarkiln Hill Road railroad crossing. The Lambeth Rope Corporation Complex (MHC No. NBE.641), constructed 1894-1918 consists of a brick office building, a connected brick loft and ropewalk, and a small wood frame freight house. Lambeth Rope Corporation was founded in 1894 and held rights to manufacture cotton transmission rope patented by the Lambeth Company of Blackburn, England. The product was used in rope drive systems in textile and other mills. The Lambeth Rope Corporation complex is eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex, as a manufacturer of a specialized mill product, is associated with New Bedford's economically-significant textile industry. Under Criterion C, the complex represents an unusual example of a specialized rope manufacturing facility, including a rare surviving ropewalk building.

4.9.2.2 Manomet Mills Cotton Mill No. 4 (Map No. NB.011)

The Manomet Mills Cotton Mill No. 4 (MHC No. NBE.633) is located at 91 King Street on the east side of the New Bedford Main Line right-of-way, adjacent to Belleville Warehouse Co. Cotton Storage Building (NB.012). The integrated textile manufacturing complex includes a massive (approximately 900-foot long) three-story brick Spinning Mill, a smaller attached Picker Mill and Boiler House, and an Office. A Butler-type addition has been added across the north half of the Spinning Mill. Together, the buildings are a typical, but large-scale, example of early twentieth-century fire-resistive mill loft construction. Manomet Mills Cotton Mill No. 4 was designed by noted industrial architect C.R. Makepeace as a tire cord manufacturing facility for the William Whitman Company. This company also owned three other Manomet Mills, which are located on Belleville Avenue outside the project APE. The Firestone Tire and Rubber Company owned Mill No. 4 from 1927 to 1967 and used it for textile manufacturing and later weapons manufacturing. Manomet Mills Cotton Mill No. 4 is eligible for the National Register under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the building is associated with one of New Bedford's leading early twentieth-century textile companies – William Whitman Company, and also gains additional significance for its association with the Firestone Tire and Rubber Company, another important company in the twentieth-century economy of southeastern Massachusetts. Under Criterion C, the loft complex is significant as a major work of C.R. Makepeace and as an outsized example of integrated textile mill construction in the city during the early twentieth century.

4.9.2.3 Pierce Brothers Textile Mill Complex (Map No. NB.026)

The Pierce Brothers Textile Mill Complex is located approximately 100 feet west of the New Bedford Main Line right-of-way at 1125-1129 County Street. This property encompasses five early-twentieth-century connected brick buildings constructed by Andrew G. and Edward T. Pierce, including a Store House, Card Room, Main Mill, Boiler House, and Office (MHC No. NBE.612). A Weave Shed in the complex is now demolished. The buildings all employ typical early-twentieth century, fire-resistive mill loft construction. The Pierce Brothers founded the Pierce Brothers Limited in 1909 to the manufacture of fine cotton products, such as umbrella cloth and architectural tracing cloth. They had previously founded in 1892 the Pierce Manufacturing Corporation for cotton and silk goods and aircraft fabrics. Brothers Textile Mill Complex is eligible for National Register listing under Criteria A and C at the local level in the areas of industry and architecture. Under Criterion A, the complex is associated with New Bedford's significant early-twentieth-century textile industry. Under Criterion C, the complex presents a nearly-intact example of an early twentieth century integrated textile manufacturing facility incorporating well-preserved examples of fire-resistive brick mill loft architecture.

4.9.2.4 Christ Presbyterian Church (Map No. NB.029)

The Christ Presbyterian Church is located approximately 250 feet west of the New Bedford Main Line right-of-way at 1097 County Street. The church is a rectangular, wood-framed, one-

and-one-half-story, gable-front, Gothic Revival style wood-framed building either constructed or moved to its present location between 1924 and 1950, during a time when New Bedford's population peaked. It continues to operate as a church used by the Iglesia Adventista Del Septimo Dia. In the town of New Bedford, the Gothic Revival style was most prevalent in residences of the 1840s. The best-preserved and widely identified example in the area is the Gothic Cottage-style William J. Rotch House (MHC No. NBE.210), constructed by renowned architect, A.J. Davis. Few Gothic Revival style churches were constructed in New Bedford during the Early Industrial Period (1830-1870), including the granite-block, First Congregational Church (1838), also constructed by Davis, and the wood-framed, high-style Lund's Corner Congregational Church (MHC No. NBE.2733). This tradition fell into the Late Industrial Period (1870-1915) with the Grace Episcopal Church (MHC No. 2720) constructed by Boston Architects Van Bunt and Howe. By New Bedford's Early Modern Period (1915-1940) when the Christ Presbyterian Church was built, churches were usually Catholic in denomination and typically constructed in the Eclectic style, specifically Colonial Revival, Neoclassical, and even Tuscan. The church is eligible for National Register listing under Criterion C as a relatively rare and intact local example of a wood frame Gothic Revival ecclesiastical building.

4.9.2.5 Engine House No. 10 (Map No. NB.053)

Engine House No. 10 (a/k/a Purchase Street Fire Station) is located approximately 75 feet west of the New Bedford Main Line right-of-way at 2071 Purchase Street. The station is a rectangular, two-story, three-bay by seven-bay, hipped-roof, brick Renaissance Revival building constructed circa 1910 with a single story flat-roofed addition, and a six story drill tower constructed in 1941. There are few fire stations in New Bedford similar in design to the Engine House No. 10. One of the earliest existing fire stations is New Bedford Fire Station No. 3 (MHC No. NBE.2788), constructed in 1867. Likely an inspiration to the construction of the Purchase Street station, the Romanesque Revival style Engine House No. 7 was constructed in 1890 on the southeast corner of Durfee Street and Mount Pleasant Street, with a rectangular form, hipped-roof, single-story attached entrance, drill tower, and rounded-arch openings. Other stations that preceded the Engine House No. 10 included Engine No. 8 House (MHC No. NBE.2855), Station No. 3 (MHC No. NBE.2788), Old Central Engine House, Howland Station No. 4, Pairpoint's Engine House, and the Lund's Corner Station No. 9. Constructed in 1910, the property at 2071 Purchase Street is the latest of these identified existing fire stations. Engine House No. 10 is eligible for National Register listing under Criteria A and C at the local level for its historical association with the development of city-sponsored public services and as an intact example of early-twentieth-century fire station design.

4.9.2.6 New Bedford Cotton Storage Company North Stores Warehouse and Annex (Map No. NB.081)

New Bedford Cotton Storage Warehouse Company North Stores (NBE.613) lies on the east side of the New Bedford Main Line and includes a Warehouse and detached Annex. The Warehouse is an outsized example of a typical early twentieth-century storehouse executed in fire-resistive mill loft-type construction. The six-story structure is 108 feet wide and 373 feet long. It has a

prominent four-story tower, brick walls with shallow projecting piers, and small segmental arch windows with wood sash. Loading bays with wood freight doors extend the full height of the building on the north elevation. A covered railroad loading dock has been demolished on the west end of the building. The Annex is a one-story rusticated concrete block storehouse. The New Bedford Cotton Storage Warehouse Company constructed its facility for cotton storage ca. 1910 and, by 1924, had expanded it with the Annex Building for paper and twine storage. The company was established in 1910 with leadership from textile firms in the city and its mission was to provide public warehousing space to textile and other manufacturing concerns. The firm pioneered the business in New Bedford and was a recognized leader in the field. Its North Stores Warehouse was one of three built by the company in New Bedford; the other two being the Terminal Stores near the city center, and the Union Stores, at the north end of the city. The warehouse was used particularly for cotton products, although it also housed some household and paper goods. Such facilities provided an essential service for the textile industry by supplying ancillary storage space for mills and facilitating trade between the mills, their suppliers, and their clients. New Bedford Cotton Storage Warehouse Company North Stores is eligible for listing in the National Register under Criterion A and C at the local level in the areas of industry and architecture. Under Criterion A, the building is associated with the warehousing trade in New Bedford – a critical supporting industry for the city’s significant textile businesses. Under Criterion C, the building is an outstanding example of early twentieth-century, fire-resistive mill loft construction as applied to a storage warehouse. It is an especially large example of the building form that viscerally demonstrates the huge scale of textile manufacturing in the city.

4.9.3 Historic Resources Not Eligible for National Register

4.9.3.1 Brook Street Industrial and Commercial Area (Map No. NB.B)

The Brook Street Industrial and Commercial Area is a linear area located along the east side of the New Bedford Main Line right-of-way between Coggeshall, Collette, and Brook streets. The area combines five late-nineteenth- and early-twentieth-century brick and concrete mill complexes historically used for textile manufacturing, food production, and warehousing. These include (north-south) the New Bedford Cotton Mills Corporation (NBE.J), the Taber Mill complex (NBE.I), the National Spun Silk Company’s Onoko Mills (NBE.U), Dawson’s Brewery (NBE.D), and the New Bedford Cotton Storage Company – North Stores (NBE.613). The intensive survey found that demolition of critical historical components of several complexes (New Bedford Cotton Mills, Taber Mills, and Dawson’s Brewery) had created large vacant lots within the area that made it ineligible for listing in the National Register. Two properties, National Spun Silk Company’s Onoko Mills (NBE.U) and the New Bedford Cotton Storage Company – North Stores (NBE.613) were found to have significance and integrity sufficient to render them eligible for listing in the National Register individually, as discussed above.

4.9.3.2 Guardian Angel Parochial Schoolhouse (Map No. NB.064, Photo No. 097)

The Guardian Angel Parochial Schoolhouse is located approximately 300 feet east of the New Bedford Main Line right-of-way at 844 Acushnet Avenue. The building (MHC No. NBE.494) is a two-and-one-half-story, wood-frame building sheathed in vinyl siding, with a hip roof and front gabled entrance, constructed in 1896 to serve as a school managed by the Sisters of the Holy Cross. Opening in 1897, the school operated for twelve years as the Guardian Angel Parochial School until it transitioned into the church of Our Lady of the Holy Rosary, formed by two, small, local churches, St. Anthony's and Sacred Heart. While the first floor remained in use as a school, the second story was used for church services. This church continued to be active until 1966, when attendance declined after the removal of several residences to accommodate highway development. In 1978, the property was surveyed for listing in the state register (Mendes 1978). Lacking architectural integrity with extensive non-historic additions and modifications, the Guardian Angel Parochial Schoolhouse is not eligible for National Register listing.

4.10 Fall River Summary of Historic Resources

The following areas/districts and individual properties in Fall River identified during the reconnaissance survey for the DEIS/DEIR were included in the intensive survey and evaluated as to their eligibility for listing in the National Register. Two out of four areas/districts are eligible for listing in the National Register. Six of the individual properties identified in the survey are eligible for inclusion in the National Register. These individual properties are located outside of any area/district boundaries. Two area/districts and six individual resources are not eligible for National Register listing.

4.10.1 Areas/Districts Recommended National Register Eligible

4.10.1.1 North Main Street Area (Map No. FR.D)

The North Main Street Area is an approximately one-mile-long residential corridor roughly bounded by the Fall River Secondary right-of-way to the west, Millard Street to the north, Route 79 to the east, and Herman Street to the south. It encompasses 111 contributing and 25 non-contributing properties dating from the early nineteenth to the early twentieth centuries. Building styles and forms represented include Federal, Italianate, Second Empire, Classical Revival, Craftsman, Colonial Revival, Dutch Colonial Revival, Bungalow, and Cape Cod. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. Three of the properties within the area are individually listed in the National Register as part of the Fall River MRA and one additional property is potentially eligible for individual National Register listing. The North Main Street Area is eligible for listing in the National Register under Criteria A and C at the local level for its association with the residential development of Fall River during the nineteenth and early twentieth centuries and as an intact neighborhood of period residential architecture.

4.10.1.2 Durfee Street Area (Map No. FR.L)

The Durfee Street Area is a large, one-mile-long residential area roughly bounded by the Fall River Secondary right-of-way to the west, Presidents Avenue to the north, the Highland Historic District (part of the Fall River MRA, 1983) to the east, and Pine Street to the south. It encompasses approximately 177 properties constructed from the early nineteenth century through the twentieth century in a wide range of architectural styles. Further study of the pattern of development in the area resulted in removing the section north of Prospect Street from this area (FR.L) and including it in the area the Wellington-Brownell Street Area (FR.I) (recommended not eligible). The street grid within the area was laid out by 1850 and became denser after the development of several neighboring textile mills in the late nineteenth and early twentieth century. The contributing buildings in the area generally possess a high degree of architectural integrity and are in good to excellent condition. One property within the area is eligible for individual National Register listing, 524 Durfee Street (Map No. FR.081). The Durfee Street Area is eligible for National Register listing under Criteria A and C at the local level for its association with the residential development of Fall River during the nineteenth through mid-twentieth century and as an intact neighborhood of historic residential architecture.

4.10.2 Individual Properties Recommended National Register Eligible

4.10.2.1 William J. Wiley Middle School (Map No. FR.013)

The William J. Wiley Middle School is located approximately 500 feet east of the Fall River Secondary right-of-way at 2585 North Main Street, and is within potentially National Register eligible North Main Street Area. The school is a rectangular, two-story, five-bay by two-bay, flat-roofed, steel and concrete structure building sheathed in red brick and brownstone trim constructed in the Classical Revival style. Constructed between 1911 and 1912, The William J. Wiley was one of the first new wave of schools to be constructed during a period of educational expansion. It was built during a period when the majority of institutional properties constructed were ecclesiastical. During the Late Industrial Period (1870-1915), Fall River experienced extensive residential development, with a high style residential district extending northward from Highland Street. School system administrators began to identify a need for updated educational buildings within the city to address an issue of overcrowded classrooms. School buildings that shortly followed suit included the Hamlet Street School and later, the Ferry Lane School. A string of new school buildings were built following the William J. Wiley School, such as the Fall River School Administration Building circa 1915, Doran School in 1926 (MHC No. FLR.99), the Fall River Technical High School in 1929 (MHC No. FLR.3049), and several others. Like the William J. Wiley School, these properties were predominantly masonry buildings constructed in the Colonial Revival and Renaissance Revival styles with flat roofs. The William J. Wiley Middle School is eligible for National Register listing at the local level under Criteria A and C for its associations with the early-twentieth-century development of Fall River and as an intact, local example of a Classical Revival style schoolhouse.

4.10.2.2 311 Crescent Street House (Map No. FR.017)

The residence at 311 Crescent Street (MHC No. FLR.74) is located approximately 400 feet east of the Fall River Secondary right-of-way. The property at 311 Crescent Street in Fall River, MA, constructed circa 1880, is a French Second Empire duplex constructed in circa 1880 within a neighborhood developed to accommodate the booming textile industry of the period. Constructed just 600 feet east of the Border City Mills, the property was likely erected to provide upper-management housing that was close in proximity to the mills. The building is a two-and-one-half-story, seven-bay by three-bay, wood framed building with a simple wood trimmed mansard roof, sinuous molded lintels over the bracketed windows, and a deep bracketed molded cornice. Set on a raised topography with a mortared stone retaining wall, the house prominently stands on its small, cleared lot. Identical entrances are located at each end of the facade to accommodate this multi-family residence. In 1977, the property was surveyed for listing in the state register (Rosebrock 1977b). The 311 Crescent Street House is eligible for National Register listing at the local level under Criteria A and C as an example of a high-style Second Empire house constructed in association with Fall River's thriving late-nineteenth-century textile industry.

4.10.2.3 St. Michael's Roman Catholic Church (Map No. FR.050)

St. Michael's Roman Catholic Church is located approximately 250 feet west of the Fall River Secondary right-of-way at 207 Essex Street. The church is a Neo-Gothic Revival style brick building with a one and one-half-story nave, flanking one-story aisles, and a square tower. Walls are lit by stained glass windows with cast stone tracery. The property was constructed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal, who settled in Fall River in the late nineteenth-century. In 1902, the church expanded to include a French Second Empire style rectory adjacent to St. Michael's Church on Essex Street, which has since lost architectural integrity. Between 1921 and 1922, major alterations were made to the basement church by the Charles Hodgate Company of Boston, MA, when a Gothic Revival building and concrete facade were completed. The center of a large Portuguese community, the church provided house calls while the church was temporarily closed while under construction. St. Michael's Roman Catholic Church is individually eligible at the local level under Criteria A and C for its associations with the growing Portuguese community of Fall River in the early twentieth century and as a good example of the Neo-Gothic Revival style.

4.10.2.4 Westport Manufacturing Co. Waste Department (Map No. FR.67)

The Westport Manufacturing Co. Waste Department building is located at 7 Oregon Street and abuts the west side of the Fall River Secondary right-of-way. The building is a two-story, three-bay-wide by eight-bay-long warehouse constructed of brick pier and spandrel walls with iron interior posts. Westport Manufacturing Co. were producers of coarse cotton yarns used in

carpet warp, mops, and wicking. Headquartered in Westport, Massachusetts since 1812, in 1916 the company determined to construct a Fall River facility for the collection of cotton waste from larger mills – the chief raw material for their goods. The Waste Department building, designed by architect E.I. Marvell, was the result. The building used for baling and storage of cotton for shipment to Westport. Its design is a small, but architecturally distinguished example of standard early-twentieth-century fireproof industrial design, as demonstrated by its materials and a firebreak wall that vertically slices the building between its fifth and sixth bays. The Westport Manufacturing Company Waste Department building is recommended eligible for listing in the National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the property is associated with Fall River's important textile industry and is demonstrative of the geographic and economic connections fostered by that industry within the Southeast Region of Massachusetts. Under Criterion C, the building is a well-preserved example of early twentieth century industrial architecture that demonstrates the principles of fire-resistive design.

4.10.2.5 524 Durfee Street House (Map No. FR.081)

The residence at 524 Durfee Street is located approximately 200 feet east of the Fall River Secondary right-of-way. The building is a two-and-one-half-story, three-bay by six-bay, wood-frame, multi-family Italianate style tenement constructed circa 1880 with a crossed-gable-front roof and a large, three-story, flat-roofed rear addition circa 1900. Located in a dense, residential development laid out by 1850, the property was built simultaneously with the construction of neighboring textile mills and coal yards in the late nineteenth century. The building was erected two properties east of coal industry development along the Old Colony Railroad Line, including the (no longer extant) William F. Thomas Coal Yard and the Globe Coal Company (established 1881). The 524 Durfee Street House is eligible for National Register listing at the local level under Criteria A and C. Under Criterion A, the building has important historical associations with the nineteenth-century residential and industrial development of Fall River and under Criterion C, the building is an excellent, intact, high-style local example of an Italianate house. The house is also a contributing property within the National Register eligible Pearce-Durfee Street Area (Map No. FR.L).

4.10.2.6 Borden and Remington Company (Map No. 089)

The Borden and Remington Company complex (MHC No FLR.2002) is located at 104 Anawan Street and abuts the west side of the Fall River Secondary right-of-way, approximately 200 feet east of the proposed Battleship Cove Station. The complex consists of a three-story brick loft with four connected brick and wood structures, and a one-story storage shed along the railroad. The Borden and Remington Company, makers of paint and dye and also manufacturers of cloth printers and dyers, were established at their current location ca. 1892 after a move from elsewhere in Fall River. As a dealer of chemicals and supplies to Fall River's huge cloth printing businesses, the company played an important role in the city's textile industry. The firm persists today at a new location as Fall River chemical manufacturer Boremco and has world-wide

distribution. The Borden and Remington Company complex is eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the building is significant for its associations with Fall River's economically-significant textile industry. Under Criterion C, the Borden and Remington Company Complex is a well-preserved industrial loft and warehouse complex that exemplifies late-nineteenth century mill loft construction techniques.

4.10.3 Historic Resources Not Eligible for National Register

4.10.3.1 Fall River Country Club Golf Course Area (Map No. FR.B)

The Fall River Country Club Golf Course, designed by A.H. Fenn in 1899, is an 18-hole course located on both sides of the Fall River Secondary right-of way at Country Club Road. It was originally designed as a 9-hole course to emphasize views of the waterfront and to be easily accessible from the railroad and local streetcar lines. An advertisement of this course in a golf directory from 1900 describes it as located at Somerset Junction, four miles from the Fall River railroad station. Since its inception, the course has seen modifications in order to interest long-time members. From 1900 until 1922, the 9-hole layout was rearranged twice. In 1975, the property was expanded into an 18-hole course. In its current state, the country club property includes portions of a nine-hole golf course that date to 1922. As the layout of the course has changed, several different clubhouses have been constructed over the course of the property's history. The original 1899 clubhouse burned in a fire in 1909, which was replaced by another clubhouse in 1910 that was remodeled by 1975. In 1989, the clubhouse was demolished for the construction of a new building, completed in 1990. The property no longer retains integrity as a late nineteenth-century golf course. Due to the loss of historic buildings and structures, Fall River Country Club Golf Course is not eligible for listing in the National Register.

4.10.3.2 Wellington-Brownell Street Area (Map No. FR.I)

The Wellington-Brownell Street Area is an approximately half-mile-long neighborhood bounded by North Main Street to the east, Weetamoe and Essex streets to the north, Lindsey Street to the west, and President Avenue to the south, straddling the Fall River Secondary right-of-way. It contains approximately 335 properties dating to the late nineteenth and early twentieth centuries. Further study of the pattern of development in the area resulted in the addition of the portion of the Pearce-Durfee Street Area (FR.L) north of Presidents Avenue to the area. Development of the neighborhood, formerly known as Mechanicsville, began in the 1870s and was associated with the opening of nearby textile mills such as the Mechanics Mills, Sagamore Mills, Border City Mill, and the Foster Spinning Company. Multi-family dwellings are a common building form in the area and architectural styles include the Italianate, Second Empire, Bungalow, Colonial Revival and Shingle. Some buildings have been altered with synthetic siding and replacement windows, but the overall area retains its architectural integrity and setting. One property within the area, St. Joseph's Roman Catholic Church (Map No. FR.066), is listed in the National Register and two properties, St. Michael's Roman Catholic

Church (Map No. FR050) and Westport Manufacturing Company Waste Department (Map No. FR.067), is eligible National Register listing. The Wellington-Brownell Street Area is eligible for listing in the National Register under Criteria A and C at the local level for its association with the residential development of Fall River during the nineteenth and early twentieth century industrial boom and as an intact collection of period residential architecture.

4.10.3.3 Jael Hathaway House (Map No. FR.003)

The Jael Hathaway House (MHC No. FLR.285) is located approximately 400 feet east of the Fall River Secondary right-of-way at 4042 North Main Street. The building is a rectangular, two-and-one-half-story, five-bay by three-bay, side-gabled, wood-framed, Federal style house with early 19th century and similarly styled one-story rear hipped-roof ell additions sheathed in clapboard and vinyl siding. The property is speculated to have been commissioned by Jael Hathaway, captain of a Freetown battalion of Loyalists during the American Revolution in 1785. The house shares a slightly sloping lot with a circa 1820 English barn, a non-historic outbuilding, and pool. Originally prominently situated on a raised topography, the building is now level with North Main Street, likely due to re-grading associated with highway maintenance. In 1977, the Jael Hathaway House was surveyed for listing in the state register (Rosebrock 1977a). Despite being an early local example of a Federal style house associated with a Loyalist captain, the property is not eligible for National Register listing, as the integrity has been compromised in the introduction of non-historic, synthetic materials and alterations.

4.10.3.4 Railroad Bridge near Ashley Street (Map No. FR.011)

Railroad Bridge (No. 8.58) near Ashley Street carries the Fall River Secondary Line over a closed, unnamed dirt road leading to a vacant wharf on the Taunton River. The structure is a single-track, single-span, timber stringer deck bridge. The bridge is supported near its midpoint with a timber pier and rests on split granite abutments. The open bridge deck extends 16 feet, 6 inches between the abutment faces and is 10 feet, 6 inches wide between its outer edges. There is approximately 6 feet of clearance between the underside of the deck and the lane. The deck is assembled from two bolted timber stringers that directly support the creosoted wood railroad ties and track. No plans are available for the structure are available for this structure, which appears on the 1915 railroad valuation map as Ashley's Underpass. Based on a comparison of existing conditions with previous bridge inspection reports, the structure appears to have been replaced or extensively reconstructed within the last 15 years. The Railroad Bridge near Ashley Street is not recommended eligible for listing in the National Register. This small example of timber stringer bridge was recently reconstructed and contains no noteworthy engineering features.

4.10.3.5 St. Matthew's Convent (Map No. FR.052)

St. Matthew's Convent is located approximately 300 feet west of the Fall River Secondary right-of-way at 189 Wellington Street. The convent is a rectangular, three-story, nine-bay by three-

bay, brick building constructed in the Colonial Revival style in 1920 with a full-height octagonal staircase addition, a two story full-width porch and an attached single car garage, and a rear elevation facing St. John's Cemetery. The building was built to the east of St. Matthew's Roman Catholic Church (no longer extant), to the west of St. Matthews Parochial School; to the north of St. John's Cemetery; and to the south of St. Michael's Roman Catholic Church Sunday School, apartments, and St. Michael's Roman Catholic Church. The building was constructed as part of the St. Matthews Roman Catholic Church complex, consisting of the circa 1910 St. Matthew's Roman Catholic Church (demolished between 1971 and 1996) and the circa 1920 St. Mathew's Parochial School. Although this property is not individually eligible for listing on its own merit, the convent is a contributing property within the National Register eligible Wellington-Brownell Street Area (Map No. FR.I).

4.10.3.6 St. Matthew's School (Map No. FR.053)

St. Matthew's School is located at 231 Wellington Street and abuts the west side of the Fall River Secondary right-of-way. The school is a two-story, Colonial Revival style brick and concrete building with a raised basement and a rear elevation facing St. John's Cemetery. The school was constructed circa 1920 as part of the St. Matthew's Roman Catholic Church complex and is associated with the St. Matthew's Convent (see description above). The building was built to the east of St. Matthew's Convent; to the north of St. John's Cemetery; and to the south of St. Michael's Roman Catholic Church Sunday School, apartments, and St. Michael's Roman Catholic Church. The building was constructed as part of the St. Matthews Roman Catholic Church complex, consisting of the circa 1910 St. Matthew's Roman Catholic Church (demolished between 1971 and 1996) and the circa 1920 St. Mathew's Convent. Over time, this property has lost integrity of design, with significant non-historic alterations of the original west-facing entrance and addition of a non-historic, modern main entrance on the northern elevation. Although this property is not individually eligible for listing on its own merit, the convent is a contributing property within the National Register eligible Wellington-Brownell Street Area (Map No. FR.I).

4.10.3.7 800 Davol Street Inn (Map No. FR.073)

The Davol Street Inn is a two-and-one-half-story, five-bay by three-bay, wood-frame, French Second Empire style building constructed circa 1910 and located approximately 400 feet from the proposed Fall River Depot Station on the Fall River Secondary right-of-way. It has a central, three-story tower extending from the south-facing facade and mansard roof with pedimented dormers. The main entrance features a broken scroll pediment and plain pilasters with a non-historic vinyl paneled door. The building was updated in the early twentieth century with a Colonial Revival style enclosed rear porch and entrance surrounds. Between 2003 and 2004, the property was extensively rehabilitated with non-historic alterations such as window replacement and a Colonial Revival style wrap-around porch with a dentilated cornice and simple balustrade. All historic fabric has been replaced with non-historic vinyl and faux slate.

The modifications to the building have resulted in a loss of integrity necessary to convey any architectural significance and building is not eligible for listing in the National Register.

4.10.3.8 American Printing Company Machine Shop (Map No. FR.088)

The American Printing Company Machine Shop (a/k/a American Print Works Machine Shop) is located approximately 400 feet west of the Fall River Secondary right-of-way near Battleship Cove Station, at the corner of Anawan and Water streets. The Machine Shop is an eight-bay-by-eleven-bay, two-story, brick mill loft with a subtly pitched gable roof. It was constructed circa 1900 as the American Print Works Machine Shop. In 1880, American Print Works was reorganized into the American Printing Company following a bankruptcy. The neighboring American Printing Company complex (see above), was listed in the National Register as part of the Fall River MRA in 1983, but the Machine Shop was not part of this nomination, possibly because it was primarily associated with a second company complex formerly located to the west of Water Street and now demolished. The Machine Shop currently houses the Marine Museum at Fall River and has been modified with new facade and flanking entrance towers and by the replacement of all the windows with panels. The American Printing Company Machine Shop is recommended to be not eligible for listing in the National Register. The building's associations with the existing American Printing Company complex appear to be marginal, and the modifications to the building have resulted in a loss of integrity necessary to convey any architectural significance.

4.11 Historic Resources Demolished or Outside of APE

4.11.1 Demolished

4.11.1.1 Benjamin Marshall House, Stoughton (Map No. St.075, St.D)

The Benjamin Marshall House (MHC STG.72) was located at 1823 Washington Street, approximately 300 feet east of the Stoughton Line right-of-way in Stoughton. Demolished in 2006, the remaining property is free of any buildings or structures, except for a wooden, molded post bearing the address, "1823," in vertical iron numbers. A recently erected, large wood post sign reads, "Future Home of St. James Lutheran Church, currently at 214 York Street, Canton." The house faced the street, but the rear of the property extended west to the railroad. The house was a five-bay-wide, Federal style, wood-frame building constructed ca. 1780 with a hip roof. Before it was demolished, it retained its original mass, wood clapboard, brick end chimneys, and central entrance with a Federal style fanlight and sidelights. The house was surveyed in 1988 as part of the South Stoughton Farm Area (MHC No. STG.E), a discontinuous area of five rural properties that are representative of Stoughton's nineteenth-century rural, agricultural character (Petruzzo 1988). This small group of properties are geographically dispersed and are more appropriately evaluated for the National Register individually. In the 2009 survey for the DEIS/DEIR, the Benjamin Marshall House was identified as potentially eligible for National

Register listing at the local level under Criteria A and C for its associations with the settlement of Stoughton and as a well-preserved rural example of a Federal style residence.

4.11.2 Outside of Project APE

4.11.2.1 Revere Copper Company Works Area, Canton (Map No. Ca.B)

The Revere Copper Company Works Area (MHC No. CAN.B) is located at 104 Revere Street, west of Canton Center in Canton, within a westward bend in the East Branch of the Neponset River southwest of the Stoughton Line right-of-way. The majority of this 33-acre, multiple-building, active industrial complex is 800 feet southwest of the Stoughton Line right-of-way, but the extant parking lot lies within the original Revere Copper Company lot line and extends into the APE. Intensive-level study of the Revere Copper Company Works Area (Map No. Ca.B, MHC No. CAN.B) has resulted in its removal from the project APE and it was not resurveyed and evaluated for National Register eligibility during the current survey. At the reconnaissance level, the fieldwork found that a small portion of this area intersected with the 400-foot project APE and the APE was, in accordance with survey methodologies, therefore expanded to encompass the area. However, intensive-level research using historical maps and aerial photographs shows that only an extremity of the area, an employee parking lot constructed between 1957 and 1969 on previously undeveloped land, actually falls within the 400-foot APE. This element is not included within surveyed bounds for the area as defined on previously-completed MHC inventory forms and is physically separated from the remainder of the area by Revere Street. Because of its minimal historical and limited physical associations with the Revere Copper Company and other historic-period occupants of the area, the parking lot is not a contributing resource within the area. The remaining, potentially significant portions of the area fall outside of the original 400-foot APE and additional survey and evaluation efforts for the property are no necessary.

4.11.2.2 Alfred Paul House, Taunton (Map No. Ta.087, Ta.C)

The Alfred Paul House (MHC No. TAU.294) is one of two individual National Register-listed properties that are outside the baseline APE but were included in the broadened APE for the potentially eligible Weir Village Area (Map No. Ta.K). Weir Village was evaluated as not National Register eligible (see above); therefore the Alfred Paul House is now outside the APE. The Alfred Paul House is located at 467 Weir Street in Taunton, approximately 700 feet southwest of the Attleboro Secondary right-of-way on the Stoughton Alternative near Weir Junction. The building is a square-plan, two-story, Second Empire style wood-frame house constructed circa 1860 for Alfred Paul, an important Weir Village industrialist and land owner. The house retains the majority of its design and material integrity, including a high mansard roof with elaborate dormers, and a porch with bracketed posts that wraps around the front of the building. The Alfred Paul House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the residential

development of Taunton and as a well-preserved example of the Second Empire architectural style.

4.11.2.3 Weir Engine House (Map No. Ta.088, Ta.C)

The Weir Engine House (MHC No. TAU.296) is one of two individual National Register-listed properties that are outside the baseline APE but were included in the broadened APE for the potentially eligible Weir Village Area (Map No. Ta.K). Weir Village was evaluated as not National Register eligible (see above); therefore the Weir Engine House is now outside the APE. The Weir Engine House is located at 530 Weir Street in Taunton, approximately 800 feet southwest of the Attleboro Secondary right-of-way on the Stoughton Alternative near Weir Junction. The building is a two-and one-half story, Queen Anne style, brick firehouse constructed in 1889 with a hip roof, gabled front dormer, and three prominent granite-trimmed fire engine doorways. It is one of three firehouses designed by Taunton's second Fire Chief, Abner Coleman, and one of only two that survive. The Weir Engine House was listed in the National Register at the local level under Criteria A and C as part of the 1984 Taunton MRA, for its associations with the development of Taunton and as a well-preserved example of a Queen Anne style firehouse.

4.12 Summary of Historic Resources by Community

4.12.1 Canton

The South Coast Rail Project in the Town of Canton extends approximately 2.3 miles along the Stoughton Line rail right-of-way and includes two existing stations, Canton Junction Station and Canton Center Station. Two areas/districts and five individual historic properties were identified within the Stoughton Alternative APE.

4.12.2 Stoughton

The South Coast Rail Project in the Town of Stoughton extends approximately 4.1 miles along the Stoughton Line rail right-of-way and includes one existing and one proposed station. The existing Stoughton Station is located at Wyman Street. The proposed new Stoughton Station site is located at Brock Street and the North Easton Station site is located on the town boundary between Stoughton and Easton. A total of one area/district and six individual historic resources were identified within the Stoughton Alternative APE.

4.12.3 Easton

The South Coast Rail Project in the Town of Easton extends approximately 6.6 miles along the Stoughton Line rail right-of-way and includes one station, the Easton Village Station. The proposed North Easton Station is located in Stoughton at the town boundary of Easton. Six

areas/districts, including one NHL consisting of discontinuous individual properties, and one individual historic property were identified within the Stoughton Alternative APE.

4.12.4 Raynham

The South Coast Rail Project in the Town of Raynham extends approximately 4.9 miles along the Stoughton Line and 1.2 miles along the Whittenton Branch rail rights-of-way. It includes one proposed station, Raynham Place, located on the Stoughton Line near the Easton town boundary. One area/district and one individual historic property was identified within the Stoughton Alternative APE.

4.12.5 Taunton - Summary of Project Effects

The South Coast Rail Project in the City of Taunton encompasses portions of four rail lines: Stoughton Line, Whittenton Branch, Attleboro Secondary, and New Bedford Main Line. The project area in Taunton extends approximately 2.0 miles along the Stoughton Line and 0.7 miles of the New Bedford Main Line rail right-of-way. It also extends approximately 2.1 miles along the Whittenton Branch and 1.6 miles of the Attleboro Secondary rail right-of-ways. A total of three stations are proposed in Taunton. The Stoughton Electric Alternative includes the Taunton Station on the Stoughton Line and the Taunton Depot Station on the New Bedford Main Line. The Whittenton Alternative proposes to construct the Dana Street Station on the Attleboro Secondary. A different station to serve this location, referred to as the Downtown Taunton Station, was also included in the intensive survey, before it was replaced by the Dana Street Station. Four areas/districts and nine individual historic properties were identified on the Stoughton Alternative. Nine areas/districts and fifteen historic properties were identified on the Whittenton Alternative. Two of these areas/districts (Map Nos. Ta.C and Ta.D) are on both the Stoughton and Whittenton Alternatives.

4.12.6 Berkley

The South Coast Rail Project area in the town of Berkley extends approximately 2.8 miles along the New Bedford Main Line and 0.7 miles along the Fall River Secondary rail rights-of-way. One area/district and one individual historic property were identified within the Stoughton Alternative APE.

4.12.7 Lakeville

The South Coast Rail Project in the Town of Lakeville extends approximately 2.8 miles along the New Bedford Main Line and 0.7 miles along the Fall River Secondary rail rights-of-way. One area/district and one individual historic property were identified within the Stoughton Alternative APE.

4.12.8 Freetown

The South Coast Rail Project in the Town of Freetown extends approximately 3.5 miles along the New Bedford Main Line and 5 miles along the Fall River Secondary rail rights-of-way. The project area also includes the proposed Freetown station, located on the Fall River Secondary line off South Main Street. Two areas/districts and one individual historic property were identified within the Stoughton Alternative APE.

4.12.9 New Bedford

The South Coast Rail Project in the City of New Bedford extends approximately 7.4 miles along the New Bedford Main Line rail right-of-way and includes two stations and one layover facility. The proposed stations are King's Highway and Whale's Tooth, located near the south terminus of the New Bedford Main Line. Three areas/districts and nine individual historic resources were identified within the Stoughton Line APE.

4.12.10 Fall River

The South Coast Rail project area in the City of Fall River extends approximately 6.5 miles along the Fall River Secondary line rail right-of-way and includes two stations and one layover facility. The two proposed stations are Fall River Depot and Battleship Cove, located near the south terminus of the Fall River Secondary. Eleven areas/districts and seventeen individual historic properties were identified within the Stoughton Alternative APE.

5

Project Effects and Mitigation

Chapter 5 presents information on the assessment of the effects of the South Coast Rail Project Stoughton Electric Alternative and Whittenton Electric Alternative on historic properties within the APE. These historic properties consist of properties that are previously listed in the State and National Registers, including designated NHLs, determined eligible for listing by the MA SHPO or the Keeper of the National Register, or that are recommended eligible in this survey, and confirmed by a Consensus Determination of Eligibility by the USACE and the MA SHPO. The chapter identifies the potential direct and indirect, as well as the permanent and temporary construction, impacts to historic above-ground buildings, structures, landscapes or area/district properties identified in Chapters 3 and 4 of this report. The potential impacts along the railroad alignment, grade crossings, including catenary, stations, and traction power facilities for rail electrification, are described. A review of steps that may be taken to avoid, minimize, or mitigate any adverse impacts to these historic properties is included. Project effects to historic properties are listed in Appendix A, Tables 5-1 and 5-2 and are summarized Tables 5-3 and 5-4. Historic properties within the South Coast Rail Project APE are located on USGS maps in Appendix B. All the properties in the intensive survey, including National Register listed, eligible, and not eligible historic resources, are shown on annotated project aerial maps in Appendix C.

The USACE has provided a detailed discussion of the methodology and determination of project effects of the South Coast Rail Project under Appendix C and 36 CFR 800 in the *Environmental Consequences Technical Report – Cultural Resources* (PAL and VHB 2009) and in the DEIS/DEIR Volume I, Chapter 4 – Affected Environment and Environmental Consequences (USACE 2011). The discussions in those reports are included in this intensive survey report by reference. For the FEIS/FEIR updated project information has also been prepared for noise and vibration (VHB 2012b) and the Stoughton Station (VHB 2012a). Direct impacts to historic properties from the South Coast Rail Project would result during the construction phase from the physical alteration of buildings, structures, and landscape or setting components within areas/districts, including demolition. Indirect impacts on historic properties would result during construction and/or operations from elevated noise or vibration levels, changes to the visual setting, increased traffic, or other environmental conditions affecting historic buildings, structures, and areas/districts.

5.1 Stoughton Alternative and Whittenton Alternative

5.1.1 Stoughton Alternative

The Stoughton Electric Alternative would provide commuter rail service to South Station using the Northeast Corridor (NEC), Stoughton Line, New Bedford Main Line, and Fall River Secondary. The New Bedford route would be 55.0 miles long and the Fall River route would be 52.7 miles long. Figure 2-2 shows the route of the Stoughton Alternative.

The Stoughton Alternative would:

- Utilize 15.5 miles of existing NEC track infrastructure between Boston and Canton Junction;
- Require improvements to track infrastructure along the Stoughton Line including:
- Reconstructing existing tracks from Canton Junction to Stoughton, as double track, a distance of 3.8 miles; and
- Constructing new tracks on existing right-of-way from Stoughton Station to Weir Junction in Taunton, as one to two tracks, a distance of 16.4 miles;
- Require reconstructing track on the Southern Triangle (common to both the Stoughton and Whittenton Alternatives), including:
- Reconstructing the existing New Bedford Main Line tracks from Weir Junction to New Bedford, as two to three tracks from Weir Junction to Myricks Junction, a distance of 4.9 miles; and single track with three sidings from Myricks Junction to New Bedford, a distance of 14.5 miles; and
- Reconstructing the existing Fall River Secondary tracks from Myricks Junction to Fall River, as single track with four sidings, a distance of 12.3 miles.

Infrastructure improvements for the Stoughton Alternative also include constructing, reconstructing, or widening 40 bridges and constructing or reconstructing 46 railroad at-grade crossings.

New, approximately 22-foot-tall catenary supports, wires, and a new system of traction power stations would be constructed along the length of the line with 10 traction power facilities would be constructed to operate that system:

- TP-02 – Switching Station (SWS-1), Canton, Stoughton Line
- TP-03 – Paralleling Station (PS-1), Easton, Stoughton Line
- TP-04 – 115 KV Substation (TPSS-1), Easton, Stoughton Line
- TP-05 – Paralleling Station (PS-2), Taunton, Stoughton Line
- TP-06 – Switching Station (SWS-2), Berkley, Fall River Secondary (at Myricks Junction with New Bedford Main Line)
- TP-07 – 115 KV Substation (TPSS-2), New Bedford, New Bedford Main Line

- TP-08 – Paralleling Station (PS-3), Freetown, New Bedford Main Line
- TP-09 – Paralleling Station (PS-6), New Bedford, New Bedford Main Line
- TP-10 – Paralleling Station (PS-4), Freetown, Fall River Secondary
- TP-11 – Paralleling Station (PS-05), Fall River, Fall River Secondary

Two existing train stations would be reconstructed at new locations (Canton Center and Stoughton) along the active Stoughton line segment, and a total of ten new train stations would be constructed throughout the rest of the Stoughton Preferred Alternative corridor. Four new stations would be built along the inactive Stoughton Line segment in Easton (North Easton, Easton Village), Raynham (Raynham Place), and Taunton (Taunton). On the New Bedford Main Line, one new station would be constructed in Taunton (Taunton Depot), one new station would be constructed in Freetown (Freetown), and two new stations would be constructed in New Bedford (King’s Highway and Whale’s Tooth). Two new stations would be constructed in Fall River (Battleship Cove and Fall River Depot) on the Fall River Secondary.

Two new layover facilities would be constructed at the Wamsutta location in New Bedford and at Weaver’s Cove East in Fall River.

5.1.2 Whittenton Alternative

The Whittenton Alternative would provide commuter rail service to South Station through Stoughton, connecting to the existing Stoughton Line using the Whittenton Branch and a short segment of the Attleboro Secondary through the City of Taunton. Figure 2-3 shows the Whittenton Alternative. The New Bedford route would be 56.6 miles long and the Fall River route would be 54.3 miles long.

The Whittenton Alternative would:

- Utilize 15.5 miles of existing NEC track infrastructure between Boston and Canton Junction;
- Require improvements to track infrastructure along the Stoughton Line, including:
 - Reconstructing existing tracks from Canton Junction to Stoughton, as double track, a distance of 3.8 miles; and
 - Constructing new tracks on existing right-of-way from Stoughton to Raynham Junction, as one to two track sections a distance of 11.9 miles;
- Require constructing new single track on existing Whittenton Branch right-of-way from Raynham Junction in Raynham to Whittenton Junction;
- Require reconstructing existing Attleboro Secondary tracks from Whittenton Junction to Weir Junction, as a single track with one siding, a distance of 6.0 miles);

- Require reconstructing track on the Southern Triangle (common to both rail alternatives) including:
 - Reconstructing the existing New Bedford Main Line tracks from Weir Junction to New Bedford, as two to three tracks from Weir Junction to Myricks Junction, a distance of 4.9 miles; and single track with three sidings from Myricks Junction to New Bedford, a distance of 14.5 miles; and
 - Reconstructing the existing Fall River Secondary tracks from Myricks Junction to Fall River, as single track with four sidings, a distance of 12.3 miles.

Infrastructure improvements for the Whittenton Alternative also include constructing, reconstructing, or widening 38 bridges and constructing or reconstructing 53 railroad at-grade crossings.

5.2 Effects to Historic Properties

The effects to the total of 105 historic properties along the Stoughton Electric Alternative and the Whittenton Electric Alternative may be permanent or temporary, direct, or indirect. This section discusses project elements along the rights of way, including rail right-of-way, catenary, grade crossings and traction power system facilities. Stations and layover facilities are discussed in the subsequent sections 5.3 and 5.4.

A total of 83 historic properties (33 historic districts and 50 individual) located along the Stoughton Alternative APE (Stoughton Line, portion of Attleboro Secondary, New Bedford Main Line, and Fall River Secondary) will be affected by the project. Additional information on the potential effects to historic properties is presented in Appendix A, Tables 5-1. USGS maps in Appendix B and annotated project aerial maps in Appendix C show the location of historic properties.

A total of 24 historic properties (9 historic districts and 15 individual) located along the Whittenton Alternative APE (Whittenton Branch and Attleboro Secondary) may be affected by the project. Two of the nine historic districts are also on the Stoughton Alternative (Ta.C and Ta.D). Additional information on the potential effects to historic properties is presented in Appendix A, Table 5-2. USGS maps in Appendix B and annotated project aerial maps in Appendix C show the location of historic properties.

5.2.1 Direct Impacts

Direct impacts for the Stoughton Electric Alternative and the Whittenton Alternative will include railroad upgrade (track, railroad bed, bridges and culverts, fencing in populated areas), at-grade crossing improvements (equipment, signage, traffic control), and electrical infrastructure (catenary and traction power facilities). Direct permanent impacts from work

within the existing right-of-way rail corridor are not likely to affect significant historic resources, with the exception of bridges and grade crossings.

One historic property along the right-of-way itself will be affected by rebuilding of the rail bed, track, and equipment. This location is the 2,000 ft of the Stoughton Line referred to as the Dighton and Somerset/Old Colony Railroad, Fall River Line Railroad Corridor (Map No. Ea.A) right-of-way that extends through the existing North Easton National Register Historic District (Map No. EA B) and is recommended as contributing to setting of the district.

Most at-grade crossings have no National Register listed, determined eligible, or recommended eligible historic properties in the direct impact APEs; therefore there will be no direct effects to historic properties. Direct impacts from improvements to existing at-grade crossings within historic districts and immediately adjacent to individual historic resources are expected to be minor, assuming that no roadway changes are proposed. There will be no direct impacts to historic properties from work at the traction power facilities listed above as there are no historic properties on the sites. Station and layover facility impacts are discussed below in Section 5.3. Noise mitigation insulating treatments on historic buildings, such as new windows and doors, will have an effect on the subject properties and will require design considerations for compatibility with historic properties.

Direct impacts for the Whittenton Alternative will be similar to the Stoughton Alternative. It will include clearing and grading and construction of new track and grade crossings along the abandoned line. There will be no direct impacts to historic properties for new grade crossings work within the right-of-way, and no traction power facilities are proposed. One new station is proposed and is discussed below in Section 5.3.

5.2.2 Indirect Impacts

Indirect impacts from the Stoughton Alternative and the Whittenton Alternative may include visual, auditory, vibration, or other environmental effects on the setting or other character-defining features of individual historic individual properties and districts. Indirect impacts from the addition of upgraded existing track and existing grade crossing rail infrastructure elements in the active right-of-way are generally anticipated to be low.

Clearing of a 40 to 75 feet vegetation corridor along the right-of-way and grading along the abandoned section of the Stoughton Line south of Stoughton Station will increase right-of-way visibility and may affect the setting of historic properties in the vicinity.

There are several historic properties of special note adjacent to the right-of-way in Easton that may have indirect effects from the project. The H.H. Richardson Historic District in North Easton (Map No. Ea.D) is a discontinuous NHL district of five properties including the Oliver Ames Free Library and Oakes Ames Memorial Hall on Main Street, approximately 400 feet west of the proposed Easton Village Station, and the historic Old Colony Railroad Station (Map No. Ea.003), located immediately north of the proposed station abutting the rail right-of-way. The

North Easton Historic District (Map No. Ea.B) encompasses the Stoughton Line between Main and Elm streets, and the proposed Easton Village Station and includes the Ames Company Shovel Shop complex located adjacent to the proposed Easton Village Station. The Stoughton Line right-of-way (Map No. Ea.A) track structure – including bridges, cuts and fills, retaining walls, and signal infrastructure – is recommended as important to the setting of this district. Changes will include upgrading the rail right-of-way, which will alter the Stoughton Line, including rebuilding the Main Street Bridge which will have an adverse effect on the physical properties of these resources and the appearance of the district. Construction of a new station platform, access and drop off area for the proposed Easton Village Station will occur adjacent to the historic Old Colony Railroad Station and Ames Company Shovel Shop. The design of these changes will introduce new modern rail elements that will have a visual adverse effect. Adverse effects to NHLs require special considerations to avoid, minimize, or mitigate adverse effects.

No historic properties are affected at levels that could cause damage or require vibration dampening mats. The project will result in increased noise during operations from train noise and horn blowing at grade crossings that will cause moderate to severe noise, or severe noise at residential, contemplative, and quiet setting historic properties that may require sound insulation or barrier mitigation. Noise walls are proposed as mitigation in two locations along the right-of way corridor: in Easton extending from Main Street south about 3200 feet and in Fall River between Presidents Avenue and Brightman Street. Refer to the *Noise and Vibration Mitigation Plan* for the proposed plans (VHB 2012b) and additional information will be in the FEIS/FEIR. Affected properties include:

- North Easton Historic District, Easton (Map No. Ea.B) (Oliver Street and Elm Street grade crossings)
- Holmes-Linden Street Area, Easton (Map No. Ea.C) (Elm Street grade crossing);
- Center Street Area, Easton (Map No. Ea.E) (Reynolds Street grade crossing);
- Easton Center Area, Easton (Map No. Ea.F) (Short Street and Depot Street grade crossings)
- Hayward-Pool Area, Easton (Map No. Ea.G) (Foundry Street grade crossing)
- Carver Street, Broadway, Raynham (Route 138) (Map No. Ra.B) (Carver Street grade crossing)
- High Street Area, Taunton (Ta.D) (Weir Street and Bow Street grade crossings)
- Hart Street Area, Taunton (Map No. Ta.L) (Hart Street grade crossing)
- Myricks Street Area, Berkley (Map No. Be.C) (Myricks Street and Mill Street grade crossings)
- 1 Macomber Street, Berkley (Map No. Be.006) (Padelford Street grade crossing)
- Slab Bridge Road Area, Freetown (Map No. Ft.C) (Elm Street, Forge Road, and Richmond Road grade crossings)
- Assonet Historic District, Freetown (Map No. Ft.D)
- North Main Street Area, Fall River (Map No. FR.D)
- Residence, 524 Durfee Street, Fall River (Map No. FR.081)

Four traction power facilities may have a visual effect on historic properties through the introduction of modern power structures that alter the historic setting:

- TP-05, Paralleling Station (PS-2) in will have an adverse visual impact on the High Street Area (Map No. Ta.D), Taunton
- TP-26, 115k Substation (TPSS-1) on the Hart Street Area (Map No. Ta.L), Taunton
- TP-09, Paralleling Station (PS-6) on historic properties in New Bedford:
 - Acushnet Heights Historic District (Map No. NB.C)
 - Wamsutta Mills Historic District (Map No. NB.D)
 - Union Street Railway Car barn (Map No. NB.063)
 - Dawson Building (Map No. NB.065)
- TP-11, Paralleling Station (PS-05) will have a moderate to severe visual effect on the Pearce-Durfee Street Area (Map No. FR.L), Fall River

New construction including stations (see Section 5.3 below), traction power facilities, catenary systems, bridge modifications and replacements, right-of-way fencing, and noise mitigation barriers changes may have indirect visual impacts on adjacent historic architectural properties and their settings. The new catenary system along the right of way will have a moderate to severe visual effects on all the residential, commercial, and landscape (but not on industrial or transportation) historic properties throughout the rail corridor. The right-of-way fencing and noise mitigation barriers in and adjacent to historic districts and individual properties will have an effect on the setting of those historic resources by introducing new chainlink fence and solid walls that alter the historic character of the area.

Temporary construction period impacts may include noise and vibration from jackhammering and pile driving, atmospheric from dust and exhaust. Vibration impacts to historic resources could be caused by pile driving during construction adjacent to resources in close proximity to the right-of-way, if any pile driving occurs.

There are no anticipated permanent atmospheric or cumulative impacts to historic resources. Traffic impacts to historic resources are expected to be minor.

Indirect impacts from the Whittenton Alternative will be similar to the Stoughton Alternative, and will also involve clearing that will increase the visibility of the newly reactivated right-of-way from nearby historic properties. The abandoned Whittenton Branch crosses or is adjacent to five historic districts.

Train operations and horn blowing will result in moderate to severe, to severe noise that may require noise barrier or sound insulation at the following historic resources along the Whittenton Branch:

- Broadway-Center Street Area, Raynham (Map No. Ra.C) (Britton Street grade crossing);
- Taunton MRA (Map No. Ta.C); (Dean Street and Whittenton Street grade crossing)
- Whittenton Mill Area (Map No. Ta.F) (Whittenton Street grade crossing);
- Reed and Barton Worker Housing (Map No. Ta.H) (Whittenton Street grade crossing); and
- Ancient Whittenton Area (Map No. Ta.I) (Warren Street grade crossing).

5.3 Stations

There are 12 stations proposed for new construction (eleven stations) or improvements (one station) along the Stoughton Alternative and one new station on the Whittenton Alternative. Station plans remain at the conceptual level as they were in the DEIS/DEIR, consisting of general layouts and footprints within specified larger parcels. Stations will typically consist of a raised 800-foot long platform, canopy, parking lot, signage and lighting. The discussions below detail the results of investigations to date at the stations. The impacts to the historic structures, areas, and districts are summarized in Appendix A, Tables 5-2 and 5-3 and shown on maps in Appendices B and C. Stations in this section are listed north to south.

5.3.1 Canton Center

The Canton Center Station is an existing commuter rail station located off of Washington Street in Canton Center on the active portion of the Stoughton Line (Appendix C-1). The existing station would be modified to accommodate a second track (two new platforms adjacent to each track and minor changes to the parking layout in the existing lots near the station).

Canton Center Station is not a historic resource but is adjacent to the Canton Center Area (Map No. Ca.C). There are no historic resources on the site; therefore, there will be no direct impacts to historic resources. Improvements to the existing station may have indirect visual effects on Canton Center Area through the introduction of modern station structures and parking that alter the historic setting. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.2 Stoughton

The Stoughton Station would be relocated with new construction at a site on an active portion of the Stoughton Line (Appendix C-2). The site is within the Downtown Stoughton Center Area (Map No. St.B), which is recommended eligible for listing in the National Register. The site itself contains one property which has been recommended eligible for individual listing in the National Register: the Meade Rubber Company Building (Map No.

St.046) at 25 Brock Street (refer to Chapter 4 of this report). The property consists of a two-story brick mill loft constructed in 1916 and two stone and wood outbuildings constructed to the west of the loft after 1923. The company manufactured shoe heels and soles as well as rubberized fabrics for use in hospital sheets. Meade Rubber Company was one of several companies engaged in the rubber fabric industry in Stoughton in the early 20th century. The Meade Rubber Company Building is recommended eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. The proposed relocated station would require that the buildings on the property be demolished, resulting in a direct adverse effect to the Meade Rubber Company and to the Stoughton Center Area. Temporary noise, vibration, traffic, atmospheric, and cumulative effects may occur to the Stoughton Center Area during construction, but permanent effects are anticipated to be minimal.

5.3.3 North Easton

The North Easton Station would be constructed on an approximately 10-acre parcel (Appendix C-3). The parcel lies behind an existing retail plaza anchored by Roche Brothers shopping plaza along the Stoughton line. New medical buildings have been recently constructed and two additional buildings are planned.

North Easton Station does not have any historic properties on the proposed site or within the APE. There would be no direct or indirect impacts to historic properties.

5.3.4 Easton Village

The Easton Village Station would consist of platform, canopy, and dropoff parking lot only constructed on an approximately 1-acre parcel adjacent to Sullivan Avenue in North Easton Village along the Stoughton Line (Appendix C-3).

The proposed Easton Village Station on the Stoughton Line in Easton is located immediately adjacent to the Easton Old Colony Railroad Station (Map No. Ea.003), which is part of the H.H. Richardson Historic District NHL (Map No. Ea.D) and is within the National Register listed North Easton Historic District (Map No. Ea.B).

The proposed station site abuts important contributing properties of this district that are associated with the Ames Shovel Works, a significant historic property that has been recently rehabilitated as housing. The introduction of a new station will have a direct effect on the Stoughton Line through construction of new platform and related features on the railroad embankment. The new station will have indirect visual effects on the surrounding National Register and NHL properties through the introduction of modern station structures and parking that alter the historic setting. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.5 Raynham Place

The Raynham Place Station would be constructed at the Raynham-Taunton Greyhound Park off of Route 138 (Appendix C-4). The new station would be constructed on a less than 5-acre parcel along the Stoughton line.

No historic properties are located on the Raynham Place Station parcel nor do any exist within the station APE. There will be no impacts to historic properties.

5.3.6 Taunton

The Taunton Station would be constructed on an 8- acre parcel (Appendix C-5). The parcel is located off of Railroad Avenue near the intersection of Route 44 (Dean Street) and Arlington Street in Taunton along the Stoughton line.

There are no historic properties on the Taunton Station parcel. Therefore, there will be no direct impacts to historic properties. The station parcel is adjacent to the Taunton Center Area (Ta.B) and the Old Colony Railroad Station (Map No. Ta.019). The introduction of a new station may have indirect visual effects on these two historic properties through the introduction of modern station structures and parking that alter the historic setting. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.7 Dana Street

The Dana Street Station is proposed on a parcel between Dana Street and the Attleboro Secondary in Taunton (Appendix C-7). Dana Street replaces the Downtown Taunton Station that was previously under consideration at a different location.

The Taunton State Hospital property (Map No. Ta.S), which is listed in the National Register, is located on the opposite side of Dana Street to the east. The new station may have an indirect effect on the historic architectural and setting qualities of the Taunton State Hospital; however, these are not anticipated to be substantially different from existing conditions so the effect would not be adverse. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

The Staples Coal Company (Map No. Ta.160) is located at 28 Dana Street south of the station APE. The introduction of a new station could have indirect visual effects on this historic property through the introduction of modern station structures and parking that alter the historic setting. However, the effect will not be adverse because of the existing dense urban character of the surrounding area and the original industrial/transportation related function of the historic building. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.8 Taunton Depot

The Taunton Depot train station would be constructed on an approximately 14-acre parcel (Appendix C-8). The parcel is located off of Route 140 at the rear of an existing Target and Home Depot shopping plaza on the New Bedford Main Line.

The Taunton Depot Station does not have any historic properties on the proposed site or within the APE. There will be no direct or indirect impacts to historic properties.

5.3.9 King's Highway

The King's Highway Station would be constructed on a 55-acre parcel within a dense commercial strip off of King's Highway in New Bedford east of Route 140 along the New Bedford Main Line (Appendix C-12). The new station would occupy part of a site that is an existing shopping plaza.

The King's Highway Station does not have any historic properties on the proposed site or within the APE. There will be no direct or indirect impacts to historic properties.

5.3.10 Whale's Tooth

The Whale's Tooth Station would be constructed on an 8.7-acre parcel off of Acushnet Avenue, east of Route 18 along the New Bedford Main Line (Appendix C-12). The parcel is a paved parking lot constructed by the City of New Bedford in anticipation of the commuter rail project. The parking lot caps a closed superfund site.

The parcel that will be used for the Whale's Tooth Station does not have any historic properties on it. There will be no direct impacts to historic properties. The proposed Whale's Tooth Station is across John F. Kennedy Highway from the New Bedford Textile School (Map No. NB.069). The introduction of a new station may have indirect visual effects on the New Bedford Textile School; however, due to the intervening highway, the effect will not be adverse. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.11 Freetown

The Freetown Station would be constructed on an 18-acre parcel situated on South Main Street and west of the Fall River Secondary right-of-way (Appendix C-14). The parcel currently contains a self-storage business, and is near the Fall River Executive Park and the proposed River Front Park.

The Freetown Station does not have any historic properties on the proposed site or within the APE. Therefore, there would be no direct or indirect impacts to historic properties.

5.3.12 Fall River Depot

The Fall River Depot would be constructed on an approximately 8-acre parcel one mile north of downtown Fall River at Route 79 and Davol Street along the Fall River Secondary (Appendix C-15).

There are no historic properties on the site of the proposed Fall River Depot Station on the Fall River Secondary. Therefore, there will be no direct impacts to historic properties. The proposed Station is located across the rail right-of-way from the Pearce-Durfee Street Area (Map No. FR.L) which is recommended eligible for the National Register. The introduction of a new station will have indirect visual effects on the historic property through the introduction of modern station structures and parking that could alter the historic setting. However, the effect would not be adverse due to the industrial character of the adjacent part of the Pearce-Durfee Street Area and the presence of the highway. Noise, vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.3.13 Battleship Cove

The Battleship Cove Station would be constructed behind the Ponte Delgada monument along Water Street on an approximately 2.2-acre parcel near the southern terminus of the Fall River Secondary (Appendix C-15). It would serve all of the rail alternatives. The station would be geared to serve walk-in customers and pick up- drop off customers with no parking. The City of Fall River constructed a pickup- drop off loop road for the future commuter rail station as part of the Ponte Delgada monument.

The proposed Battleship Cove Station at the terminus of the Fall River Secondary is adjacent to the American Printing Company-Metacomet Mill (Map Nos. FR.N, FR.C), the American Printing Company Machine Shop (Map No. FR.088), and the Borden and Remington Company (Map No. FR.089) as shown in Appendix B-8. There are no historic resources on the site; therefore, there will be no direct impacts to historic resources. The introduction of a new station may have indirect visual effects on these three historic properties through the introduction of modern station structures and parking that alter the historic setting. However, due to the industrial character of the properties and the highway transportation elements in the surrounding area, visual, noise, vibration, traffic, atmospheric, and cumulative effects are also anticipated to be minimal.

5.4 Layover Facilities

Two train layover facilities are planned; one each at or near the end of the Fall River Secondary and the New Bedford Main Line.

5.4.1 Wamsutta

The Wamsutta site overnight layover facility would be constructed on an approximately 8-acre parcel between Route 18 and Herman Melville Boulevard along the New Bedford Main Line (Appendix C-12). It is located on the east side of the right-of-way, opposite the proposed Whale's Tooth Station and adjacent to an existing CSX freight yard.

The Wamsutta Street Layover Facility does not have any historic properties on the proposed site; therefore, there will be no direct impacts to historic properties. The Wamsutta Layover Facility is located on the east side of the New Bedford Main Line rail between Wamsutta Street and the proposed Whale's Tooth Station. The Wamsutta Mill Historic District (Map No. NB.D) and the Revere Copper Products mill (Map No. NB.080) are both located within the APE. The introduction of a layover facility could have indirect visual and noise effects on the two nearby historic properties. Because the site is adjacent to the existing freight yard and will constitute an expansion of similar rail use, the visual impacts to the historic setting is likely to not be adverse. There will be no noise impacts to the adjacent historic industrial buildings, which are not a category of noise sensitive receptors under the FTA criteria. Vibration, traffic, atmospheric, and cumulative effects are anticipated to be minimal.

5.4.2 Weaver's Cove East

The Weaver's Cove East layover facility would be constructed on the east side of the railroad right-of-way, opposite the proposed Weaver's Cove LNG Site, approximately 2.5 miles from the southern terminus of the Fall River Secondary (Appendix C-15). A parcel on the west side of the railroad right-of-way within the proposed Weaver's Cove LNG Site is also being considered.

Historic survey completed for the Weaver's Cove layover facility parcel on the west side of the railroad right-of-way encompasses the historic resources in the APE of the current site on the east side of the right-of-way (see Appendix B-8). Based on the survey completed for the west site, the Weaver's Cove East site overlaps into a portion of the North Main Street Area (Map No. FR.D) that has been recommended eligible for the National Register. This part of the Area has no buildings. The construction of the layover facility would be an adverse effect as it would change the visual scene and the character of the area.

Two historic properties are located in the layover facility APE. There will be no adverse effect to the nearby National Register-listed Squire William B. Canedy House (Map No. FR.012) and the National Register-eligible William J. Wiley Middle School (Map No. FR.013).

5.5 Summary of Project Effects

5.5.1 Stoughton Alternative

The Stoughton Electric Alternative would result in potential direct impacts at two existing stations (Canton Station and Stoughton Station) that would need to be reconstructed. The new Stoughton Station would require demolition of Meade Rubber Co. (Map No. 046). One historic railroad bridge in Canton (Forge Pond Bridge, Map No. Ca.007, one railroad bridge in Fall River, Weaver Street (Map No. FR.016) and one historic road bridge in Fall River (Central Street Bridge, Map No. FR.084) may require reconstruction or widening. In addition, this alternative would have indirect effects to additional 56 properties as a result of changes in setting and/or increased noise that could affect the setting directly or require noise mitigation that could affect the appearance or setting of a district or building. These effects are listed in Appendix A, Table 5-1 and summarized in Table 5-4.

Table 5-4. Stoughton Alternative – Summary of Effects

Element	Direct	Indirect Visual	– Indirect – Noise (Noise + Visual)
Railroad Alignments			
Stoughton Line	2	8	0 (16)
Fall River Secondary	2	13	0 (10)
New Bedford Main	0	3	0 (4)
Stations			
Canton Center	0	0	0
Stoughton	1	0	0
North Easton	0	0	0
Easton Village	0	1	0
Raynham Place	0	0	0
Taunton	0	0	0
Taunton Depot	0	0	0
Freetown	0	0	0
Fall River Depot	0	0	0
Battleship Cove	0	0	0
King's Highway	0	0	0
Whale's Tooth	0	0	0
Wamsutta Layover	0	2	0
Weavers Cove East	1	0	0
Totals	6	26	0 (30)

5.5.2 Whittenton Alternative

The Whittenton Electric Alternative, as a variation of the Stoughton Electric Alternative, would have similar effects to historic properties. Under this alternative, three areas/districts in the Stoughton Alternative along the Stoughton Line between Raynham Junction in Raynham and Weir Junction in Taunton would not be affected. Instead this alternative would have indirect effects to an additional 21 areas/districts and 15 individual historic properties along the Whittenton Branch in Raynham and Taunton, and the Attleboro Secondary in Taunton as a result of changes in setting and/or increased noise that could affect the setting directly or require noise mitigation that could affect the appearance or setting of a district or building. These additional effects are listed in Appendix A, Table 5-2 and summarized in Table 5-5.

Table 5-5. Whittenton Electric Option – Summary of Additional Effects

Element	Direct	Indirect – Visual	Indirect – Noise (Noise+Visual)
Railroad Corridor			
Whittenton Branch	0	0	0 (3)
Attleboro Secondary	0	9	0 (7)
Station			
Dana Street	0	2	0(0)
Totals	0	11	0 (10)

5.6 Mitigation

5.6.1 Process and Regulations

This section summarizes the mitigation measures that may be taken to avoid, minimize, or mitigate the potential impacts on above-ground historic properties resulting from the implementation of the South Coast Rail Project Stoughton Alternative and Whittenton Alternative. The discussion below considers the regulatory requirements of the National Environmental Policy Act (NEPA), §106 of the National Historic Preservation Act (NHPA), and regulatory guidance detailed in the ACHP's regulations implementing §106 of the NHPA (36 CFR Part 800, Protection of Historic Properties). Impacts to cultural resources are identified and evaluated by:

- (1) determining the area of potential effects (APE);
- (2) identifying historic properties present in the APE that are either listed in or eligible to be listed in the National Register of Historic Places;

- (3) applying the criteria of adverse effect to affected eligible historic properties; and
- (4) identifying ways to avoid, minimize or mitigate adverse effects as outlined in 36 CFR 800.6 (Resolution of Adverse Effects).

Mitigation measures include avoidance, minimization, and data recovery and these measures are discussed below. The documentation for any of these mitigation measures must provide evidence that consultation has been completed with Native American Tribes and individuals with knowledge of affected resources. Further, mitigation measures must consider the comments of these persons on the measure(s) under consideration. Actions that the parties agree upon to resolve adverse effects will then be detailed in a Memorandum of Agreement (MOA), which is a legally binding agreement among the federal agency, the SHPO and/or THPO, and the ACHP. The other consulting parties may also be invited to sign the document. Once the agreement is signed by all appropriate parties and the agreement is filed with the ACHP, the Section 106 process is completed. The agency's Section 106 responsibilities are fulfilled when the MOA's stipulations are implemented.

5.6.2 Avoidance

Avoidance is the preferred response when adverse effect is determined. The Stoughton Alternative and Whittenton Alternative are expected to avoid almost all direct impacts to above-ground historic properties. Avoiding indirect impacts resulting from noise and visual intrusions may be addressed for historic properties through design modification in some locations.

5.6.3 Minimization

Minimization of impact to above-ground historic properties resources would be focused on reducing the extent of ground disturbance, establishing vegetated buffers, as well as designing noise barriers and sound insulation to be compatible with the historic setting.

This intensive survey report documents the boundaries, National Register status and criteria, and levels of significance for all district and individual above-ground historic properties within the APE in order to support consideration of minimization approaches. The report provides a discussion about the direct/indirect effects of the Stoughton Alternative and the Whittenton Alternative on districts, and individual historic properties in the APE.

5.6.4 Mitigation

The South Coast Rail Project Stoughton Alternative and Whittenton Alternative likely would result in unavoidable impacts to certain significant above-ground historic properties that cannot be addressed through avoidance or minimization. This section of

the report discusses categories of mitigation activities, which are indicated for the historic properties, including one NHL district, in Appendix A, Tables 5-1 and 5-2.

Mitigation responses for historic properties are often impact specific, especially if the resource in question was previously determined significant. Table 5.5 lists the mitigation approaches that might be used to mitigate adverse effects resulting from specific project actions. As will be noted, these various mitigation options are directed to maintaining the historic character of both buildings and settings and maintaining the integrity of existing buildings. Impacts to above-ground resources may be successfully reduced or eliminated by incorporating specific engineering methods that reduce noise generation or vibration, and through use of visual barriers that help to minimize aesthetic impacts.

There are several approaches to minimizing and mitigating potential impacts to above-ground historic properties within active rail corridors. The primary mitigation measure to avoid impacts to cultural resources is to utilize the existing rail corridor to the greatest extent feasible. This goal will be achieved by minimizing land takings for station and rail construction, avoiding unnecessary impacts to historic structures and districts. The following text provides an overview of potential mitigation measures that may be used to achieve these goals on a project-wide basis. Specific mitigation measures will be identified following the impact assessment and after consultation with the USACE, MA SHPO and the ACHP. The following sections describe mitigation measures designed to avoid impacts to aboveground historic properties.

5.6.4.1 Vibration Dampening

Vibration dampening can be an effective means of reducing or eliminating potential impacts to structures adjacent to active rail lines. Vibration dampening may be achieved by use of subgrade and ballast materials selected for reduced transmissions of vibration. Existing rail beds will be replaced with materials meeting the MassDOT standards for vibration transmission. In addition, ballast treatment is necessary to avoid adverse impacts, ballast mats may be used. Ballast mats are a layer of rubber placed between the track and ballast to further reduce vibration.

the rail corridor will be reconstructed to include the use of ballasted decks containing a layer of crushed stone to absorb vibration and reduce noise generation. Specific mitigation measures used along the project corridor will be selected based on final design and the results of the historic properties impact assessment.

5.6.4.2 Noise Barriers

Noise barriers are an effective means of reducing the potential impacts created by new and expanded transportation corridors. In cases where trains may be idling at stations for the pickup and discharge of passengers or passing close to historic structures or districts,

this engineering solution may provide a means to reduce potential impacts from increased noise.

5.6.4.3 Visual Screening

The project has the potential to alter the aesthetics of certain historic properties and historic districts where new stations, parking or at-grade crossings are proposed. While the original construction of the Old Colony Railroad in the 1840s may have “fit in” with the aesthetic nature of the communities, the reactivation of the rail line using modern materials and safety standards may result in undesirable changes in the visual environment. Screening certain structures and safety and signal equipment may mitigate these impacts. Potential screening techniques include the combination of wooden and opaque chain link fencing with landscape planting.

Unnecessary clear-cutting of trees and vegetation along the railroad right of way that could have an adverse visual impact on historic properties will be avoided and existing trees and vegetative screening will be retained to buffer visually historic properties from the rail line to the extent feasible and with due regard for public safety, operational requirements, cost, and maintenance considerations.

The MassDOT will include internal landscaped areas at station parking lots which are located within or which are visible from historic properties. In and adjacent to historic districts or properties, equipment including traffic signals and controller cabinets, street lights, street furniture, and railroad signal equipment housings will be dark colored to reduce the visual impact of this equipment. Traffic signals and street lights will be ornamental type in accordance with the towns’ preferences to the extent reasonably possible.

These methods, when used in combination with other mitigation measures such and noise barriers could successfully reduce and mitigate some potential visual impacts to historic properties associated with the South Coast Rail project.

5.6.4.4 Use of Compatible Materials within Historic Districts.

To the extent practicable, the MassDOT will use materials compatible in color, texture and form to minimize adverse visual impacts to historic structures and districts. A review of current conditions and materials will be undertaken by MassDOT in order to assure the use of compatible materials in the vicinity of Historic Properties. All repair, rehabilitation, or modification of historic properties, including sound insulation treatments for mitigation of noise impacts, will be performed in accordance with the U.S. Secretary of the Interior’s “Standards for the Treatment of Historic Properties, including Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings”.

5.6.4.5 Construction Staging and Methods

Construction staging and storage areas shall be located in protected areas outside historic districts and properties wherever possible, and in as unobtrusive a location as possible within historic districts or properties if alternative locations are infeasible. Where historic properties used as residences are within 50 feet of a staging area, a temporary solid wood fence, 6 feet high, will be used as a visual screen between the residence(s) and the staging area.



HISTORIC RESOURCES INTENSIVE SURVEY,
EVALUATION, AND EFFECTS

SOUTH COAST RAIL PROJECT
Southeast Massachusetts

REFERENCES

Publications

- Adams, Virginia H., Jenny Fields Scofield, John Daly, Laura Kline, and Melissa Antonelli
2009a *Supplemental Cultural Resources Reconnaissance Survey, South Coast Rail Project, Southeast Massachusetts, Volume III – Architectural Resources Survey Results*. PAL Report No. 2266-1. Submitted to Vanasse Hangen Brustlin, Inc., Boston, MA.
- Adams, Virginia H., Jenny R. Fields, John Daly, and Melissa Antonelli
2009b *Cultural Resources Reconnaissance Survey, South Coast Rail Project, Volume IV – Architectural Resources Results: Middleborough and Lakeville (Middleborough Secondary; Alternative 2B), Southeast Massachusetts*. PAL Report No. 2266. Prepared for Executive Office of Transportation and Public Works, Boston, MA.
- Adams, Virginia H., Jenny R. Fields, John Daly, and Melissa Antonelli
2009c *Cultural Resources Reconnaissance Survey, South Coast Rail Project, Volume III – Architectural Resources Results: Berkley, Freetown, Fall River, New Bedford (Southern Triangle: Alternatives 1- 4), Southeast Massachusetts*. PAL Report No. 2266. Prepared for Executive Office of Transportation and Public Works, Boston, MA.
- Adams, Virginia H., Jenny R. Fields, John Daly, and Melissa Antonelli
2009d *Cultural Resources Reconnaissance Survey, South Coast Rail Project, Volume V – Architectural Resources Results: Canton, Stoughton, Easton, Raynham, Taunton (Stoughton Line and Whittenton Branch; Alternative 4), Southeast Massachusetts*. PAL Report No. 2266. Prepared for Executive Office of Transportation and Public Works, Boston, MA.
- Adams, Virginia H., Suzanne Cherau, Jenny Fields Scofield, John Daly, Melissa Antonelli, Matthew Kierstead, Jennifer Banister, Kimberly Allegretto, and Laura Kline
2009e *Supplemental Cultural Resources Reconnaissance Survey, South Coast Rail Project, Southeast Massachusetts, Volume I – Methods and Contexts*. PAL Report No. 2266-1. Submitted to Vanasse Hangen Brustlin, Inc., Boston, MA.
- Anonymous
1794a *A Plan of the Town of Freetown in the County of Bristol*. On file, Massachusetts State Archives, No. 1069, Boston, MA.
- 1795a *The Plan of the Town of Berkley*. On file, Massachusetts State Archives, No. 1065, Boston, MA.

- 1795b *Raynham, Massachusetts A Plan of the Town of.* On file, Massachusetts State Archives, Boston, MA.
- 1795c *A Plan of the Town of Easton, Massachusetts.* On file, Massachusetts State Archives, Boston, MA.
- 1823 *Map of Taunton.* On file, Massachusetts State Archives, No. 1899, Boston, MA.
- 1830a *A Plan of Berkley.* On file, Massachusetts State Archives, No. 1884, Boston, MA.
- 1830b *A Map of Easton, County of Bristol.* On file, Massachusetts State Archives, Boston, MA.
- 1831a *A Plan of the Town of Troy [Fall River] in the County of Bristol.* On file, Massachusetts State Archives, No. 1900, Boston, MA.
- 1831b *Map of Freetown in the County of Bristol.* On file Massachusetts Archives, No. 1889, Boston, MA.
- 1834 *Village of New Bedford.* On file, Massachusetts State Archives, Boston, MA.
- 1851 *Map of Easton.* Bristol County Atlas. On file, Massachusetts State Archives, Boston, MA.
- n.d. *History of Berkley.* Berkley Town Library, Berkley, MA.

Barber, John Warner

- 1839 *Historical Collections Relating to the History and Antiquities of Every Town in Massachusetts.* Dorr, Howland and Company, Worcester, MA.

Beebe, Lucius, and Charles Clegg

- 1965 *The Trains We Rode.* Promontory Press, New York, NY.

Beers, Frederic W.

- 1871 *Atlas of Bristol County, Massachusetts.* F.W. Beers and Company, New York, NY.
- 1876 *Atlas of Plymouth County, Massachusetts.* F.W. Beers and Company, New York, NY.

Berg, Shary Page

- 2002 *MHC Burial Ground Form: Pearl Street Cemetery.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Berg, Shary Page and Christine Longiaru

2002 *MHC Area Form: Assonet Cedar Swamp, Area LAK.D.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Bickford, Walter E., and Ute Janik Dymon, editors

1990 *An Atlas of Massachusetts River Systems, Environmental Designs for the Future.* Massachusetts Department of Fisheries, Wildlife and Environmental Law Enforcement. University of Massachusetts Press, Amherst, MA.

Booth, Anne

n.d. Proposed Berkley/Dighton Bridge Village Historic District. Unpublished manuscript, on file at the Massachusetts Department of Public Works, Boston, MA.

Borden, Cook

1812 *Map of Fall River in 1812.* On file, Massachusetts State Archives, Boston, MA

Bourne, S.

1831 *Map of Middleborough.* On file, Massachusetts State Archives, Boston, MA.

Bowen, Richard LeBaron

1945 *Early Rehoboth, Documented Historical Studies of Families and Events in this Plymouth County Township.* Rumford Press, Rehoboth, MA.

Broomer, Kathleen Kelly and Betsy Friedberg

1999a *National Register of Historic Places Multiple Property Listing for the Diners of Massachusetts.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Broomer, Kathleen Kelly

1999b *National Register of Historic Places Nomination for Al Mac's Diner Restaurant (the Diners of Massachusetts).* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Brown, Robert F.

1972 *National Register of Historic Places Nomination for North Easton Historic District.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Chaffin, William L.

- 1886 *History of the Town of Easton, Massachusetts.* John Wilson and Son, University Press, Cambridge, MA.

Cherau, Suzanne, Jennifer Banister, Kimberly Alegretto, Matthew Kierstead, and Virginia H. Adams

- 2009a *Cultural Resources Reconnaissance Survey, South Coast Rail Project, Volume I – Methods and Contexts, Southeast Massachusetts.* PAL Report No. 2266. Prepared for Executive Office of Transportation and Public Works, Boston, MA.

Cherau, Suzanne, Virginia Adams, Jenny Fields, John Daly, and Melissa Antonelli

- 2009b *Cultural Resources Reconnaissance Survey, South Coast Rail Project, Volume VI – Summary and Conclusions, Southeast Massachusetts.* PAL Report No. 2266. Prepared for Executive Office of Transportation and Public Works, Boston, MA.

Chute, Newtown

- 1966 *Geology of the Norwood Quadrangle, Norfolk and Suffolk Counties, Massachusetts.* *Geological Survey Bulletin* 1163-B. U.S. Geological Survey, Reston, VA.
- 1969 *Bedrock Geologic Map of The Blue Hills Quadrangle, Norfolk, Suffolk, and Plymouth Counties.* *Geological Survey Bulletin* 769. U.S. Geological Survey, Reston, VA.

Cobb, Morgan

- 1728 *Map of Taunton.* On file, Massachusetts State Archives, Boston, MA.

Commonwealth of Massachusetts

- n.d. Book 31:21. 1630-1791 Massachusetts State Archives, Boston, MA.

Crowley, Charles

- 1996 *MHC Burial Ground Form: Mount Pleasant Cemetery, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Boston, MA.

Dixon, Taya and Betsy Friedberg

- 2002 *MHC Opinion: Eligibility for the National Register of Historic Places for the Fairhaven/New Bedford Bridge.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 2008 *National Register of Historic Places Nomination for the Wamsutta Mills Historic District.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Douglas, George H.

1992 *All Aboard!: The Railroad in American Life*. Paragon House, New York, NY.

Easton Historical Society

1975 *Easton's Pictorial Past*. Easton Historical Society.

Emidy, Jeffrey D., and Sanford Johnson

2002 *Historic Architectural Reconnaissance Survey, New Bedford/Fall River Commuter Rail Extension Project. Volumes 1-8*. PAL Report No. 935. Submitted to the Massachusetts Bay Transportation Authority, Boston, MA.

Fall River News

1899 *Our County and Its People: A Descriptive and Biographical Record of Bristol County, Massachusetts. The Fall River News and The Taunton Gazette*, with the assistance of Hon. Alanson Borden of New Bedford. The Boston History Company, Boston, MA.

Farson, Robert H.

1990 *Cape Cod Railroads: Including Martha's Vineyard and Nantucket*. Cape Cod Historical Publications, Yarmouth Port, MA.

Feder, Kenneth L.

1994 *A Village of Outcasts: Historical Archaeology and Documentary Research at the Lighthouse Site*. Mayfield Publishing Company, Mountain View, CA.

Fenneman, N.E.

1938 *Physiography of the Eastern United States*. McGraw-Hill, New York, NY.

Fisher, Charles E.

1919 *The Story of the Old Colony Railroad*. Written for the Old Colony Railroad Co., No publisher listed.

Fisher, Pr. Nathaniel

1794 *A Plan of the Town of Stoughton*. On file, Massachusetts State Archives, No. 1457, Boston, MA.

Fitch, Virginia

1984 *National Register of Historic Places Multiple Resource Area for Taunton, Massachusetts*. Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

- Flynn, Kay, and Gretchen Schuler
1985 Middleborough Comprehensive Community Historic Resources Survey: Narrative History.
- Friedberg, Betsy, Candice Jenkins, and Douglas Kelleher
1993 *National Register of Historic Places Multiple Property Nomination Form: Commonwealth of Massachusetts State Hospital and State School System, Taunton Massachusetts*. On file, Massachusetts Historical Commission, Boston, MA.
- Frontiero, Wendy
1982 *National Register of Historic Places Multiple Resource Area for Fall River, Massachusetts*. Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- Hands, Edmund C.
1995 *Easton's Neighborhoods*. Easton Historical Society, North Easton, MA.
- Hanson, Carl E., David A. Towers, and Lance D. Meister
2006 *Transit Noise and Vibration Impact Assessment*. Report No. FTA-VA-90-1003-06. Harris Miller Miller & Hanson, Inc. with Vanasse Hangen Brustlin, Inc. Submitted to U.S. Department of Transportation, Federal Transit Administration, Washington, D.C.
- Harlow, Alvin F.
1946 *Steelways of New England*. Greater Age Press, Inc., New York, NY.
- Harrington, Mary Kate, Jeffrey Emidy, Matthew Kierstead, and Virginia Adams
2000 *Cultural Resources Survey Above-Ground Historic Resources Overview Report, New Bedford/Fall River Commuter Rail Extension Project*. PAL Report No. 935. Submitted to Vanasse Hangen Brustlin, Inc. Watertown, MA.
- Hartshorn, Joseph H.
1960 *Geology of the Bridgewater Quadrangle, Massachusetts*. U.S. Geological Survey. US Department of the Interior. Government Printing Office, Washington, D.C.

1967 *Geology of the Taunton Quadrangle, Bristol and Plymouth Counties, Massachusetts*. *Geological Survey Bulletin 1163-D*. U.S. Dept. of the Interior. Government Printing Office, Washington, D.C.

1976 *Glacial Geology of Southeastern Massachusetts*. In *Geology of Southeastern New England*, edited by Barry Cameron, pp. 183-184. New England Intercollegiate Geological Conference, 68th Annual Meeting. Science Press, Princeton, NJ.

Hayward, E.B.

- 1886 *Map of the Town of Easton, Bristol County, Mass. in History of the Town of Easton, Massachusetts.* William Chaffin, University Press, Cambridge, MA.

Hodges, Joseph

- 1830 *A Plan of the Town of Stoughton.* On file, Massachusetts State Archives, No. 2071, Boston, MA.
- 1831 *A Map of the Town of Canton, Mass. (Formerly a part of Dorchester).* Copied in 1892 by Fredric Endicott. Heliotype Printing, Boston, MA.

Holmes, Duncan

- 1982 *MHC Building Form: Lafayette-Durfee House.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Holstein, Elizabeth

- 1988 *A Reconnaissance Survey of The Massachusetts Water Resources Authority Residual Management Facilities Project.* The Public Archaeology Laboratory, Inc. Report No. 233. Submitted to ERT, Concord, MA.

Howland, Ruth

- 1965 *Berkley's Ship Building.* Ruth Howland Writes. pp.1-4. Berkley, MA.

Hoxie, Edna M.

- 1939 *Early Days of Berkley.* Scholarly Paper Given at Old Colony Historical Society.

Humphrey, Thomas J., and Norton D. Clark

- 1985 *Boston's Commuter Rail: The First 150 Years.* Boston Street Railway Association, Boston, MA.

Huntoon, Daniel

- 1893 *History of the Town of Canton, Norfolk County, Massachusetts.* John Wilson and Son, Cambridge, MA.

Hurd, D. Hamilton.

- 1884a *History of Norfolk County, Massachusetts; with Biographical Sketches of Many of its Pioneers and Prominent Men.* J. W. Lewis and Co., Philadelphia, PA.
- 1884b *History of Plymouth County, Massachusetts.* J.W. Lewis & Co., Philadelphia, PA.

Hutt, Frank W.

- 1924 *A History of Bristol County Massachusetts. Volumes 1, 2 & 3.* Lewis Historical Publishing Company, Inc., New York, NY, and Chicago, IL.

Johnson, Sanford

- 1998a *MHC Area Form: Easton Center.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1998b *MHC Area Form: Hayward-Pool Area.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Karr, Ronald Dale

- 1989 *Lost Railroads of New England.* Branch Line Press, Pepperell, MA.
- 1995 *The Rail Lines of Southern New England: A Handbook of Railroad History.* Branch Line Press, Pepperell, MA.

Kelly, Kathleen A. and Arnold N. Robinson

- 1989 *National Register of Historic Places Nomination for the Acushnet Heights Historic District.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Kierstead, Matthew, and Jessica Snow

- 1999 *National Register of Historic Places Nomination, Muttock Historic and Archaeological District, Muttock, Massachusetts.* PAL Report No. 0926. Submitted to Massachusetts Historical Commission, Boston, MA, and Weston & Sampson Engineers, Inc., Peabody, MA.

King, Marsha

- 1988 *Historic Site Location in Large Project Areas.* Paper presented at the 28th Annual Meeting of the Northeastern Anthropological Association, Albany, NY.

Kirkland, Edward Chase

- 1968 *Men, Cities and Transportation: A Study in New England History 1820-1900.* Russell & Russell, New York, NY.

Krim, Arthur

- 2006 *MHC Structure Form: Revere Company Railroad Embankment.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Lebovich, William

- 1973 *National Register of Historic Places Nomination Form for Stoughton Railroad Station.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Lyman, Frederick W.

- 1989 *National Register of Historic Places Registration Form for Border City Mill # 2.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Massachusetts Department of Commerce and Development (MDCD)

- 1968 *City and Town; Town of Raynham.* Boston, MA.

Massachusetts Department of Transportation (MassDOT)

- 2012 *Historic Bridge Inventory - Historic Stone Arch Bridges in Massachusetts.* Electronic document, <http://www.mhd.state.ma.us/hbi.asp?t=7>, accessed December 19, 2012. MassDOT.

Massachusetts Historical Commission (MHC)

- 1978 *MHC Area Form: Church Green Local Historic District.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979a *MHC Reconnaissance Survey Report: Town of Stoughton.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1980a *MHC Reconnaissance Survey Report: Town of Canton.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1980b *MHC Opinion: Eligibility for the National Register of Historic Places for Richmond Road/Maple Tree Crossing Bridge.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981a *MHC Reconnaissance Survey Report: Town of Easton.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981b *MHC Reconnaissance Survey Report: City of Taunton.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981c *MHC Reconnaissance Survey Report: City of Raynham.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

- 1981d *MHC Reconnaissance Survey Report: Town of Middleborough.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981e *MHC Reconnaissance Survey Report: Town of Berkley.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981f *MHC Reconnaissance Survey Report: Town of Lakeville.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981g *MHC Reconnaissance Survey Report: Town of Freetown.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1981h *MHC Reconnaissance Report: City of New Bedford.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1982a *MHC Reconnaissance Report: City of Fall River.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1982b *Historic and Archaeological Resources of the Boston Area.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1982c *Historic and Archaeological Resources of Southeast Massachusetts: A Framework for Planning Decisions.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1984 *Historic and Archaeological Resources of the Connecticut Valley.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1985 *Public Planning and Environmental Review: Archaeology and Historic Preservation.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1987 *MHC Opinion: Eligibility for the National Register of Historic Places for the Belleville Warehouse.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1988 *MHC Opinion: Eligibility for the National Register of Historic Places for Stoughton Town Hall.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

- 1991 *MHC Opinion: Eligibility for the National Register of Historic Places, Consensus Determination of Eligibility for Canton Center.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 2001 *MHC Opinion: Eligibility for the National Register of Historic Places for Canton Public Library.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 2003 *MHC Opinion: Eligibility for the National Register of Historic Places, Consensus Determination of Eligibility for the Central Street Bridge over Quequechan River.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- McGarigle, Bob
n.d. "The Trolley – Boat Connection," *Transportation Bulletin*.
- Meltsner, Heli, and Betsy Friedberg
1999a *National Register of Historic Places Inventory - Nomination Form, Assonet Historic District, Freetown, MA.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1999b *National Register of Historic Places Inventory - Nomination Form, East Freetown Historic District, Freetown, MA.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- Mendes, Jeff
1978 *MHC Building Form: Our Lady of the Holy Rosary.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- Munn & Company
1905 "Monthly Comment." *American Homes and Gardens: Vol. 1, No. 4.* Munn & Co, New York, NY
- Old Colony Planning Council
1976 *Easton.* Easton Historical Society, Easton, MA.
- The Public Archaeology Laboratory, Inc. [PAL] and Vanasse Hangen Brustlin, Inc. [VHB]
2009 *South Coast Rail Environmental Consequences Technical Report, Cultural Resources.* Submitted to the Executive Office of Transportation and Public Works, Boston, MA. On file, PAL, Pawtucket, RI.

Petruzzo, Alice

1988 *The Stoughton Railroad Station, One Hundredth Birthday Celebration*, sponsored by the Friends of the Restoration.

Petruzzo, Alice, and Dorothy M. Petruzzo

1988 *MHC Building Form: Benjamin Marshall House*. On file, Massachusetts Historical Commission, Boston, MA.

Petruzzo, Alice, and Gretchen Schuler

1992 *National Register of Historic Places Nomination Form: Stoughton Public Library*. On file, Massachusetts Historical Commission, Boston, MA.

Petruzzo, Alice, and Dorothy Woodward

1987a *MHC Area Form: Stoughton Square Area*. On file, Massachusetts Historical Commission, Boston, MA.

1987b *MHC Building Form: Stoughton Railroad Station*. On file, Massachusetts Historical Commission, Boston, MA.

Pitts, Carolyn

1991 *National Register of Historic Places Nomination Form for the H.H. Richardson Historic District, North Easton, Massachusetts*. On file, Massachusetts Historical Commission, Boston, MA.

Richards, L.J.

1903 *New Topographical Atlas of Surveys: Plymouth County, Together with the Town of Cohasset, Norfolk County, Massachusetts*. The L.J. Richards Co., Springfield, MA.

Rosebrock, Ellen

1977a *MHC Building Form: Jael Hathaway House*. On file, Massachusetts Historical Commission, Boston, MA.

1977b *MHC Building Form: 311 Crescent Street*. On file, Massachusetts Historical Commission, Boston, MA.

Sanford, Enoch

1872 *History of the Town of Berkley, Massachusetts*. New York, NY.

Scott, Elizabeth M.

1994 *Those of Little Note: Gender, Race, and Class in Historical Archaeology*. University of Arizona Press, Tucson, AZ.

- Stott, Peter
1988 *Kingsley Pond Bridge. Historic Structure Inventory Form, MBTA Historical Property Survey, Phase II.* On file, Massachusetts Historical Commission, Boston, MA.
- Seaver, James Edward
1637 *Map of Taunton als [sic] Cohannet.* On file, Massachusetts State Archives, Boston, MA.
- Sellew, William H.
1915 *Railway Maintenance Engineering with Notes on Construction.* C. Van Nostrand Company, New York, NY.
- Siergiej, Dianne
2006 *National Register of Historic Places Nomination Form for the Cohannet Mill No. 3, Taunton, Massachusetts.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- Smith, Annin & Co. Lithographers
1830 *Map of Raynham, Massachusetts.* Annin, Smith & Co. Lithographers, Boston, MA.
- Spooner, Walter, William Tallman, and Isaac Shearman
1795 *Plan of New Bedford.* On file, Massachusetts State Archives, Boston, MA.
- Stone, Orra L.
1930 *History of Massachusetts Industries - Their Inception, Growth and Success.* S.J. Clarke Publishing Co., Boston and Chicago, IL.
- Stoughton Historical Society
1995 *A Stoughton Historical Sampler, 1895-1995.* Stoughton Historical Society, Stoughton, MA.
- Thomas, Helen G.
1978 *MHC Building Form: George Cummings House.* On file, Massachusetts Historical Commission, Boston, MA.
- Thompson, E.
1847 *Plan of New Bedford, Massachusetts.* On file, Massachusetts State Archives, Boston, MA.

Tisdale, James

- 1795 Map titled: *"This Plan Describes the Town of Taunton in the County of Bristol."* On file, Massachusetts State Archives, Boston, MA.

Town of Berkley

- 1989 A Depiction of the Town Seal. Town of Berkley, Berkley, MA.

Town of Freetown

- 1902 *History of the Town of Freetown, Massachusetts, with an Account of the Old Home Festival, July 30th, 1902.* J. H. Franklin and Company, Fall River, MA.

U.S. Army Corps of Engineers

- 2011 *Draft Environmental Impact Statement/Draft Environmental Impact Report on the South Coast Rail Project proposed by the Massachusetts Department of Transportation.* On file, PAL, Pawtucket, RI.

Vanasse Hangen Brustlin, Inc. (VHB)

- 2008 *Analysis of South Coast Rail Alternatives: Phase 1 Report.* Submitted to the Executive Office of Transportation and Public Works, Boston, MA.

Viens, Katheryn P.

- 1993a *MHC Building Form: Canton Public Library.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
1993b *MHC Area Form: Canton Junction Railroad Station.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Walker, George H.

- 1881 *Part of the City of Taunton (East and West Sides), Atlas of Bristol County, Massachusetts.* George H. Walker and Company, Boston, MA.
1883 *City of Fall River, Mass.* George H. Walker and Company, Boston, MA.
1891 *Atlas of Bristol County, Massachusetts.* George H. Walker and Company, Boston, MA.

Walling, Henry F.

- 1850 *Map of the Town of Fall River, Bristol County, Massachusetts.* A.G. Gillett Publisher. No location given.
1876 *Map of Canton, Massachusetts.* On file, Massachusetts State Archives, Boston, MA.

Wardwell, Anne

- 1971 *National Register of Historic Places Nomination Form for the North Easton Railroad Station, Easton, Massachusetts.* Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Weller, John L.

- 1969 *The New Haven Railroad: Its Rise and Fall.* Hastings House, New York, NY.

Weston, Thomas

- 1906 *History of the Town of Middleboro, MA.* Houghton, Mifflin, Boston, MA.

Winters, Terry

- 1979a *MHC Area Form: Harrison Street Area, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979b *MHC Building Form: Rhodes Button Company, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979c *MHC Building Form: N. S. Mason House, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979d *MHC Building Form: St. Thomas Episcopal Church, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979e *MHC Building Form: McKinstrey House, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979f *MHC Building Form: Henry G. Brownell House, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979g *MHC Building Form: Lord-Baylies-Bennet House, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.
- 1979h *MHC Building Form: Samuel Washburn House, Taunton Massachusetts.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

- 1979i *MHC Building Form: Samuel Colby House, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1979j *MHC Building Form: Sarah A. Haskins House, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1979k *MHC Building Form: J. C. Bartlett House, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1979l *MHC Building Form: Albert Fields Tack Works, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1979m *MHC Building Form: H.B. Lothrop Store, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1979n *MHC Building Form: William Lawrence House, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1980a *MHC Building Form: Taunton Car Manufacturing Company Building, Taunton Massachusetts. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.*
- 1980b *Taunton Architecture: A Reflection of the City's History.*

Vanasse Hangen Brustlin, Inc. [VHB]

- 2012a *Stoughton Station Environmental Analysis, South Coast Rail Project, Southeast Massachusetts. October. Prepared for Massachusetts Department of Transportation, Boston, MA.*

Vanasse Hangen Brustlin, Inc. [VHB]

- 2012b *Noise and Vibration Mitigation Plan, South Coast Rail Project, Southeast Massachusetts. June. Prepared for Massachusetts Department of Transportation, Boston, MA.*

Woodward, Dorothy M.

1981 *Stoughton Houses: 100 Years, 1726–1826.* Stoughton Public Library, Stoughton, MA.

Zen, E., Richard Goldsmith, Nicholas Ratcliffe, Peter Robinson, Rolfe Stanley, Norman Hatch, Andrew Shride, Elaine Weed, and David Wones

1983 *A Bedrock Geologic Map of Massachusetts.* U.S. Geological Survey, Commonwealth of Massachusetts, Department of Public Works, Boston, MA.

Maps

Beers, Frederic W.

1871 *Atlas of Bristol County, Massachusetts.* F.W. Beers and Company, New York, NY.

Everts & Richards Co.

1895 *Atlas of Bristol County, Massachusetts.* On file, Freetown Historical Society, Freetown, MA.

APPENDIX A

Lists of National Register Listed, Determined Eligible,
and Recommended Eligible Historic Properties, and Project Effects

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ca.H	Canton	Canton Center Area	Washington Street/Canton Center	CAN.L	late-19th to mid-20th c.	MHC-DOE	Stoughton Line
Ca.006	Canton	Canton Public Library	786 Washington Street	CAN.078, CAN.L	1901	MHC-DOE	Stoughton Line
Ca.007	Canton	Forge Pond Railroad Bridge	Between Washington and Bolivar Streets	CAN.906	1845/1887/1890	MHC-DOE	Stoughton Line
St.023	Stoughton	Stoughton Town Hall	10 Pearl Street	STG.012, STG.A	1881	NRIND	Stoughton Line
St.025	Stoughton	Stoughton Old Colony Railroad Station	45-47 Wyman Street	STG.044, STG.A	1888	NRIND	Stoughton Line
St.026	Stoughton	Lucius Clapp Memorial Library	6 Park Street	STG.11	1903	NRIND	Stoughton Line
Ea.B	Easton	North Easton Historic District	Elm, Lincoln, and Main streets	EST.B, EST.E	late-18th to early-20th c.	NRDIS	Stoughton Line
Ea.D	Easton	H.H. Richardson Historic District	Elm and Main streets	EST.F	1877 - 1884	NHL, NRDIS	Stoughton Line
Ea.003, Ea.B, Ea.D	Easton	Old Colony Railroad Station	Off Oliver Street on Railroad Right-of-Way	EST.008, NBE.B, NBE.E, NBE.F	1884	NRIND	Stoughton Line
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	TAU.P	mid-18th to mid-20th c.	NRMPS	Stoughton Line, Whittenton Branch, Attleboro Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.G	Taunton	Whittenton Mill Complex	Whittenton Street	TAU.T, TAU.P	1858 - 1895	NRDIS, NRMPS	Whittenton Branch
Ta.R	Taunton	Massachusetts State Hospitals and State Schools MPS	Multiple	TAU.AD	1830 - 1940	NRMPS	Attleboro Secondary
Ta.S	Taunton	Taunton State Hospital Historic District	Danforth Street, Dana Street	TAU.AE	Mid-19th to Early-20th century	NRDIS, NRMPS	Attleboro Secondary
Ta.018, Ta.C, Ta.B	Taunton	Dean-Hartshorn House	68 Dean Street	TAU.051, TAU.AC, TAU.P	1798	NRIND, NRMPS, LHD	Stoughton Line
Ta.019, Ta.C, Ta.B	Taunton	Old Colony Railroad Station	40 Dean Street	TAU.045, TAU.AC, TAU.P	1876	NRIND, NRMPS, LHD	Stoughton Line
Ta.020, Ta.C, Ta.B	Taunton	Woodward, William House	117 Arlington Street	TAU.044, TAU.AC, TAU.P	1810	NRIND, NRMPS, LHD	Stoughton Line
Ta.021, Ta.C, Ta.B	Taunton	Atwood, Charles R. House	30 Dean Street	TAU.041, TAU.AC, TAU.P	1850	NRIND, NRMPS, LHD	Stoughton Line
Ta.022, Ta.C, Ta.B	Taunton	Dean, Theodore House	26 Dean Street	TAU.040, TAU.AC, TAU.P	1866	NRIND, NRMPS, LHD	Stoughton Line
Ta.023, Ta.C, Ta.B	Taunton	C.J.H. Bassett House	20 Chestnut Street	TAU.027, TAU.AC, TAU.P	1851	NRIND, NRMPS, LHD	Stoughton Line

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.028, Ta.C, Ta.B	Taunton	Dean, Abiezar House	57 Summer Street	TAU.063, TAU.AC, TAU.P	1810	NRIND, NRMPS, LHD	Stoughton Line
Ta.029, Ta.C, Ta.B	Taunton	Neck of Land Cemetery	Summer Street	TAU.804, TAU.AC, TAU.P	1687	NRIND, NRMPS, LHD	Stoughton Line
Ta.089	Taunton	Cohannet Mills #3	120 Ingell Street	TAU.297, TAU.690, TAU.735, TAU.736, TAU.AG, TAU.K	1890	NRIND	Attleboro Secondary
Ta.181, Ta.C, Ta.T	Taunton	N.S. Mason House	58 Tremont Street	TAU.494, TAU.P	1865	NRIND, NRMPS	Attleboro Secondary
Ta.208, Ta.C	Taunton	Saint Thomas Episcopal Church	111-115 High Street	TAU.213, TAU.P	1857-1859	NRIND, NRMPS	Attleboro Secondary
Ta.209, Ta.C	Taunton	McKinstrey House	115 High Street	TAU.214, TAU.P	1759	NRIND, NRMPS	Attleboro Secondary
Ta.211, Ta.C	Taunton	Henry G. Brownell House (Elk's Lodge No. 150)	119 High Street	TAU.216, TAU.P	1893	NRIND, NRMPS	Attleboro Secondary
Ta.245, Ta.C	Taunton	Lord-Baylies-Bennett House (Taunton Masonic Lodge)	66 Winthrop Street	TAU.360, TAU.P	1831	NRIND, NRMPS	Attleboro Secondary
Ta.246, Ta.C	Taunton	Samuel Washburn House	68 Winthrop Street	TAU.361, TAU.P	1860	NRIND, NRMPS	Attleboro Secondary
Ta.254, Ta.C	Taunton	Samuel Colby House	74 Winthrop Street	TAU.362, TAU.P	1869	NRIND, NRMPS	Attleboro Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.259, Ta.C, Ta.V	Taunton	Sarah A. Haskins House	18 Harrison Avenue	TAU.231, TAU.I	1852	NRIND, NRMPS	Attleboro Secondary
Ta.262	Taunton	Mount Pleasant Cemetery	19 Crocker Street	TAU.822	1710 - late 20th c.	NRIND	Attleboro Secondary
Ta.266, Ta. C	Taunton	J.C. Bartlett House	12 Walnut Street	TAU.244, TAU.P	1880	NRIND, NRMPS	Attleboro Secondary
Ta.293, Ta.C	Taunton	Albert Field Tack Works	19 Spring Street	TAU.163, TAU.D, TAU.P	1868	NRIND, NRMPS	Attleboro Secondary
Ta.294, Ta.C, Ta.D	Taunton	H.B. Lothrop Store	210 Weir Street	TAU.284, TAU.P	1855	NRIND, NRMPS	Attleboro Secondary
Ta.309, Ta.C	Taunton	William Lawrence House	101 Somerset Avenue	TAU.334	1870	NRIND, NRMPS	Attleboro Secondary
Ft.D	Freetown	Assonet Historic District	Mill, Water, Main, Pleasant, Elm, Forge Streets	FRE.A	early-18th to mid-20th c.	NRDIS	Fall River Secondary
Ft.009	Freetown	Richmond Road / Maple Tree Crossing Bridge	Richmond Road	FRE.903	1820-24	MHC-DOE	Fall River Secondary
NB.C	New Bedford	Acushnet Heights Historic District	State, Pleasant, Linden, Austin, Hazard, and Country Streets	NBE.AB	mid-19th to mid-20th c.	NRDIS	New Bedford Main Line
NB.D	New Bedford	Wamsutta Mills Historic District	Acushnet Avenue; Logan, North Point, and Wamsutta Streets	NBE.L	1847 - 1900	NRDIS	New Bedford Main Line

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
NB.012	New Bedford	Belleville Warehouse Company Cotton Storage Building	51 King Street	NBE.0627	1916	NRDOE	New Bedford Main Line
NB.063	New Bedford	Union Street Railway Car barn	1959 Purchase Street	NBE.0198, NBE.0199, NBE.AB	1910	NRIND, NRDIS-C	New Bedford Main Line
NB.065	New Bedford	Dawson Building	1843-1855 Purchase Street	NBE.0480, NBE.AB	1896	NRIND, NRDIS-C	New Bedford Main Line
FR.C	Fall River	Fall River Multiple Resource Area	multiple	FLR.AS	late-19th to early-20th c.	NRMPS	Fall River Secondary
FR.E, FR.C	Fall River	Border City Mills	Weaver and West Streets	FLR.AL	1872-1889	NRDOE, NRMPS	Fall River Secondary
FR.F, FR.C	Fall River	Sagamore Mill Nos. 1 and 3	Ace Street	FLR.AF	1881-1907	NRMPS, NRDIS	Fall River Secondary
FR.G, FR.C	Fall River	Sagamore Mill No. 2	North Main Street	FLR.AE	1881-1907	NRMPS, NRDIS	Fall River Secondary
FR.H, FR.C	Fall River	Foster Spinning Company	Cove Street	FLR.W	1916–1919	NRMPS, NRDIS	Fall River Secondary
FR.J, FR.C	Fall River	Narragansett Mills	North Main Street	FLR.AC	1872-1895	NRMPS, NRDIS	Fall River Secondary
FR.K, FR.C	Fall River	North Burial Ground	North Main Street	FLR.AT	1810, 1849, 1890	NRMPS, NRDIS	Fall River Secondary
FR.M	Fall River	Diners of Massachusetts	multiple	FLR.F	late-19th c. to mid-1960s	NRMPS	Fall River Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
FR.N, FR.C	Fall River	American Printing Company - Metacommet Mill	Anawan Street	FLR.J	1847 to early-20th c.	NRMPS, NRDIS	Fall River Secondary
FR.005, FR.C	Fall River	William Collins House	3775 North Main Street	FLR.0283, FLR.AS	1800	NRMPS, NRIND	Fall River Secondary
FR.006, FR.C	Fall River	North Christian Congregational Church	3538 North Main Street	FLR.0241, FLR.AS	1842	NRMPS, NRIND	Fall River Secondary
FR.010, FR.C	Fall River	Borden-Winslow House	3063 North Main Street	FLR.0275	1740	NRMPS, NRIND	Fall River Secondary
FR.012, FR.C	Fall River	Canedy, Squire William B. House	2634 North Main Street	FLR.0274	1806	NRMPS, NRIND	Fall River Secondary
FR.015, FR.C	Fall River	Border City Mills - Mill #2	1 Weaver Street	FLR.0485, FLR.AL, FLR.AS	1873	NRMPS, NRIND	Fall River Secondary
FR.016	Fall River	Weaver Street Bridge	Weaver Street	FLR.0902	1910	MHC-DOE	Fall River Secondary
FR.026, FR.C	Fall River	Brightman, Hathaway House	205 Crescent Street	FLR.0073, FLR.AS	1858	NRIND	Fall River Secondary
FR.066, FR.C	Fall River	St. Joseph's Roman Catholic Church	1355 North Main Street	FLR.0240	1880	NRIND, NRMPS	Fall River Secondary
FR.070, FR.M	Fall River	Al Mac's Diner	135 President Avenue	FLR.1973, FLR.F	1953	NRMPS, NRIND	Fall River Secondary
FR.082	Fall River	Lafayette-Durfee House	94 Cherry Street	FLR.0056	1747	NRIND	Fall River Secondary
FR.084	Fall River	Central Street Bridge over Quequechan River	Central Street	n/a	1903	MHC-DOE	Fall River Secondary

Table 3-2. List of National Register Listed and Determined Eligible Properties

*Resources are sequenced north to south along the project corridor and by town.

**National Register Status Key	
NHL	National Historic Landmark
NRDIS	National Register District
NRMPS	National Register Multiple Property Submission or District listed in the National Register as part of an NRMPS
NRIND	Individual Property listed in the National Register
NRDOE	Property Determined Eligible for National Register listing by the Keeper of the National Register
MHC-DOE	Property Determined Eligible for National Register listing through Consensus by the Massachusetts Historical Commission and other agencies

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ca.B	Canton	Revere Copper Works Company	Revere Street	CAN.B	1835 to mid-20th c.	Out of APE	Stoughton Line
Ca.C	Canton	Washington Street District	Washington Street	n/a	late-19th to mid-20th c.	RNRE	Stoughton Line
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman Street	CAN.104	1892	RNRE	Stoughton Line
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere Street	CAN.935	1835	RNRE	Stoughton Line
Ca.024	Canton	Canton Water Works	40 Pine Street	CAN.366	1888	RNRE	Stoughton Line
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Streets	STG.A	early-19th to mid-20th c.	RNRE	Stoughton Line
St.022	Stoughton	Pearl Street Cemetery	Pearl Street	STG.800	1737 - 1965	RNRE	Stoughton Line
St.024	Stoughton	Mystic Rubber Company	2 Canton Street	STG.002, STG.A	1877-ca. 1920	RNRE	Stoughton Line
St.046	Stoughton	Meade Rubber Company	25 Brock Street	STG.001	1916	RNRE	Stoughton Line
St.075, St.D	Stoughton	Benjamin Marshall House	1823 Washington Street	STG.072, STG.E	1780	Demolished	Stoughton Line
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden streets	n/a	mid- to late-19th c.	RNRE	Stoughton Line
Ea.E	Easton	Center Street Area	Center Street	n/a	early-19th to early-20th c.	RNRE	Stoughton Line
Ea.F	Easton	Easton Center Area	Center, Depot, and Short streets	EST.I	1786 to early-20th c.	RNRE	Stoughton Line
Ea.G	Easton	Hayward - Pool Area	Foundry Street	EST.K	1770-1928	RNRE	Stoughton Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ra.B	Raynham	Carver Street Area	Carver Street, Broadway (Route 138)	n/a	1850 c. - 1905	RNRE	Stoughton Line
Ra.C	Raynham	Broadway-Center Street Area	Center Street, Broadway (Route 138)	n/a	mid-19th to mid-20th c.	RNRE	Stoughton Line
Ra.001	Raynham	Residence and Barn	521 Prospect Hill	n/a	1890	NE	Stoughton Line
Ra.011	Raynham	Dog Kennel and Track Property	385 Thrasher Street	n/a	1870 to mid-20th c.	RNRE	Stoughton Line
Ta.B	Taunton	Taunton Center Area	Dean, Park, and Summer Streets	(includes TAU.A, TAU.AC)	18th to mid-20th c.	RNRE	Stoughton Line
Ta.D	Taunton	High Street Area	High, Bryant, and Sumner Streets	n/a	early-19th to early-20th c.	RNRE	Stoughton Line, Attleboro Secondary
Ta.F	Taunton	Whittenton Mill Area	Whittenton Street	(includes TAU.T)	mid- to late-19th c.	RNRE	Whittenton Branch
Ta.H	Taunton	Reed and Barton Worker Housing	Cottage and Meadow Street	n/a	mid- to late-19th c.	RNRE	Whittenton Branch
Ta.I	Taunton	Ancient Whittenton Area	Warren Street	TAU.R	1730 to late-19th c.	RNRE	Whittenton Branch
Ta.K	Taunton	Weir Village Area	Plain, First, West Water, and Ingell Street	TAU.K	early-19th to mid-20th c.	NE	Attleboro Secondary
Ta.L	Taunton	Hart Street Area	Hart Street	n/a	mid-19th to early-20th c.	RNRE	Attleboro Secondary
Ta.T	Taunton	Tremont Street Area	Tremont Street	n/a	1870	RNRE	Attleboro Secondary

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
Ta.U	Taunton	Hodges Avenue Area	Morton, Granite, and Tremont Streets; Hodges, Chandler and Columbus Avenues	n/a	1860 - 1930	RNRE	Attleboro Secondary
Ta.087	Taunton	Alfred Paul House	467 Weir Street	TAU.294, TAU.K, TAU.P	1860	Out of APE	Attleboro Secondary
Ta.088	Taunton	Weir Engine House	530 Weir Street	TAU.296, TAU.K, TAU.P	1889	Out of APE	Attleboro Secondary
Ta.091	Taunton	Bridge over Brickyard Road (abandoned)	n/a	n/a	1906	NE	Attleboro Secondary
Ta.149	Taunton	Railroad Bridge over Mill River	Whittenton and Warren Streets	n/a	ca. 1930	NE	Whittenton Branch
Ta.160	Taunton	Staples Coal Company	28 Dana Street	n/a	1870, 1920	RNRE	Attleboro Secondary
Ta.206	Taunton	Taunton Car Manufacturing Company	3 Myrtle Street	TAU.257	ca. 1870	NE	Attleboro Secondary
Ta.213	Taunton	Joseph E. Wilbar House	150 Cohannet Street	n/a	1860	NE	Attleboro Secondary
Ta.225	Taunton	Rhodes Button Company	12 Porter Street	TAU.258, TAU.625	1860, 1879	RNRE	Attleboro Secondary
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Streets	n/a	mid-19th to early-20th c.	RNRE	Fall River Secondary, New Bedford Main Line
Be.006	Berkley	Residence	1 Macomber Street	n/a	1860	RNRE	New Bedford Main Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
La.C	Lakeville	Assonet Cedar Swamp	Pierce Avenue; County and Howland Roads; Freetown, Mill, and Malbone Streets	LAK.D	late-18th c.	RNRE	New Bedford Main Line
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	n/a	1785 - 1892	RNRE	Fall River Secondary
La.025	Lakeville	Railroad Bridge over Assonet River	n/a	n/a	1908	NE	Fall River Secondary
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Roads	n/a	late-18th to early-20th c.	RNRE	Fall River Secondary
Ft.002	Freetown	Cummings, George House	76 Chace Road	FRE.166	1806	NE	New Bedford Main Line
NB.B	New Bedford	Brook Street Industrial and Commercial Area	Brook, Church, and Deane Streets	n/a	1900-50	NE	New Bedford Main Line
NB.G	New Bedford	National Spun Silk Co. - Oneko Mills	Brook Street	NBE.U	early 20th century	RNRE	New Bedford Main Line
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Road	NBE.0641	1893, 1918	RNRE	New Bedford Main Line
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King Street	NBE.0633	1919	RNRE	New Bedford Main Line
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County Street	NBE.0612	1909	RNRE	New Bedford Main Line
NB.029	New Bedford	Christ Presbyterian Church	1097 County Street	n/a	Aug. 1924- 1950	RNRE	New Bedford Main Line
NB.053	New Bedford	Engine House No. 10	2071 Purchase Street	n/a	1910	RNRE	New Bedford Main Line

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
NB.064	New Bedford	Guardian Angel Parochial Schoolhouse	844 Acushnet Ave	NBE.0494	1896	NE	New Bedford Main Line
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co. - North Stores	19 Jean Street	NBE.613	1910-1924	RNRE	New Bedford Main Line
FR.B	Fall River	Fall River Country Club Golf Course	4232 North Main Street and Country Club Road	n/a	1895 / 1975	NE	Fall River Secondary
FR.D	Fall River	North Main Street Area	North Main Street	n/a	19th and early-20th c.	RNRE	Fall River Secondary
FR.I	Fall River	Wellington-Brownell Street Area	Brightman, Brownell, George, Morton, Oregon, Saint Mary's Streets and Wellington Streets	n/a	1870	RNRE	Fall River Secondary
FR.L	Fall River	Pearce-Durfee Street Area	North Main, Pearce and Durfee Streets; President Avenue	n/a	1870-1920	RNRE	Fall River Secondary
FR.003	Fall River	Hathaway, Jael House	4042 North Main Street	FLR.0284	1785	NE	Fall River Secondary
FR.011	Fall River	Railroad Bridge near Ashley Street	n/a	n/a	ca. 2000	NE	Fall River Secondary
FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	n/a	1912	RNRE	Fall River Secondary
FR.017	Fall River	Residence	311 Crescent Street	FLR.0074	1880	RNRE	Fall River Secondary
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex Street	n/a	1896	RNRE	Fall River Secondary

Table 4-2. List of Historic Resources Intensive Survey and National Register Eligibility Evaluation Results

Map ID*	Town	Property Name	Location	MHC ID	Est. Date	NR Status**	Corridor Segment
FR.052	Fall River	St. Matthew's Convent	189 Wellington Street	n/a	1920	NE	Fall River Secondary
FR.053	Fall River	St. Matthew's School	231 Wellington Street	n/a	1920	NE	Fall River Secondary
FR.067	Fall River	Westport Manufacturing Company Waste Department	7 Oregon Street	n/a	1918	RNRE	Fall River Secondary
FR.073	Fall River	Residence / Inn	800 Davol Street	n/a	1870	NE	Fall River Secondary
FR.081	Fall River	Residence	524 Durfee Street	n/a	1870	RNRE	Fall River Secondary
FR.088	Fall River	American Printing Company Machine Shop	28 Anawan Street	n/a	1900	NE	Fall River Secondary
FR.089	Fall River	Borden and Remington Company	104 Anawan Street	FLR.2002	1892	RNRE	Fall River Secondary

*Resources are sequenced north to south along the project corridor and by town.

**National Register Status Key

RNRE Property Recommended Eligible for National Register Listing

NE Property Recommended Not Eligible for National Register Listing

Out of APE Property determined to be Out of the Area of Potential Effect for the South Coast Rail Project on Historic Properties since the DEIS/DEIR

Demolished Property that was included in the DEIS/DEIR, but has since been demolished

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ca.C	Canton	Washington Street	Washington St	RNRE; A, C	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.H	Canton	Washington Street/Canton Center	Washington Street/Canton Center	MHC-DOE	Stoughton Line	Washington St Grade Crossing, Canton Center Station	No	Yes: Moderate to severe train noise (in some locations)	No Change	Yes: Moderate, in vicinity of new catenary and station	Adverse: Visual	Yes
Ca.001	Canton	Canton Junction Railroad Station	666 Sherman St	RNRE; A, B, C	Stoughton Line, Northeast Corridor	Canton Junction Station	Possible	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Adverse: Physical (possible) Visual (possible)	Yes (possible)
Ca.002	Canton	Revere Copper Company Railroad Embankment	Revere St	RNRE; C	Stoughton Line, Northeast Corridor	n/a	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
Ca.006	Canton	Canton Public Library	786 Washington St	MHC-DOE; A, C	Stoughton Line	n/a	No	No	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ca.007	Canton	Forge Pond Railroad Bridge	Between Washington and Bolivar Sts	MHC-DOE; C	Stoughton Line	TP-02 Switching Station (SWS-1)	Possible	n/a	No Change	Yes: Severe, in close proximity to new catenary, and in vicinity of traction power facility	Adverse: Physical	Yes
Ca.024	Canton	Canton Water Works	44 Pine St	RNRE; A, C	Stoughton Line	Pine St Grade Crossing	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
St.B	Stoughton	Downtown Stoughton Area	Pearl, Perry, School, Washington, Pleasant, and Wyman Sts	RNRE; A, C	Stoughton Line	Stoughton Station; School, Porter, Wyman Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
St.022	Stoughton	Pearl Street Cemetery	Pearl St	RNRE; A, C	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.023, St.B	Stoughton	Stoughton Town Hall	10 Pearl St	NRIND	Stoughton Line	n/a	No	Yes: Moderate train noise	No Change	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
St.024	Stoughton	Mystic Rubber Company	2 Canton St	RNRE; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
St.025	Stoughton	Stoughton Old Colony Railroad Station	45-47 Wyman St	NRIND; A, C	Stoughton Line	Porter St, Wyman St Grade Crossings	No	n/a	No Change	Yes: Severe, adjacent to new catenary; Moderate, modifications to site	Visual	Yes
St.026	Stoughton	Lucius Clapp Memorial Library	6 Park St	NRIND	Stoughton Line	n/a	No	Yes, Moderate train and horn noise	No Change	No	No Adverse Effect	Yes
St.046	Stoughton	Meade Rubber Company	25 Brock St	RNRE; A, C	Stoughton Line	Stoughton Station; Brock St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing systems	Adverse Effect Demolition	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ea.B	Easton	North Easton Historic District	Elm, Lincoln, and Main Sts	NRDIS; A, C	Stoughton Line	Easton Village Station; Oliver St, Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes
Ea.C	Easton	Holmes-Linden Street Area	Holmes and Linden Sts	RNRE; A, C	Stoughton Line	Elm St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ea.D	Easton	H.H. Richardson Historic District	Elm and Main Sts	NHL, NRDIS; A, C	Stoughton Line	Easton Village Station	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in one location	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing systems	Adverse: Noise Visual	Yes
Ea.E	Easton	Center Street Area	Center St	RNRE; A, C	Stoughton Line	Reynolds St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ea.F	Easton	Easton Center Area	Center, Depot, and Short Sts	RNRE; A, C	Stoughton Line	Short St, Depot St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some portions of district)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.G	Easton	Hayward - Pool Area	Foundry St	RNRE; A, C	Stoughton Line	Foundry St Grade Crossing	No	Yes: Moderate train and moderate to severe horn noise (at edge of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ea.003	Easton	Old Colony Railroad Station	Off Oliver St on Railroad Right of Way	NR/IND, in NHL District; A, C	Stoughton Line	Easton Village Station; Oliver St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary, Moderate station and site modifications, and grade crossing	Adverse: Visual (possible)	Yes (possible)
Ra.B	Raynham	Carver Street Area	Carver St, Broadway (Route 138)	RNRE; A, C	Stoughton Line	Carver St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems	Adverse: Noise Visual	Yes
Ra.011	Raynham	Dog Kennel and Track Property	385 Thrasher St	RNRE; A	Stoughton Line	West Britannia St; Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB (portion of property)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing (at edge of property)	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.B	Taunton	Taunton Center Area	Dean, Park, and Summer Sts	RNRE; A, C	Stoughton Line	Taunton Station; Dean St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some portions of area)	Yes: 0 ft, > 80 VdB in some locations	Yes: Moderate to severe, in vicinity of new catenary, station, and grade crossing	Adverse: Noise Visual	Yes
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	NRMPs; A, B, C, D	Stoughton Line	multiple	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS	Refer to individual properties In MPS
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Sts	RNRE; A, C	Stoughton Line and Attleboro Secondary	TP - 05 Parallel Station (Stoughton); Weir Street, Bow Street Grade Crossing (Attleboro Secondary)	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, >80 VdB (only small portion of area)	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.L	Taunton	Hart Street Area	Hart St	RNRE; A, C	Attleboro Secondary	Taunton Depot Station; Hart St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, >80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.18, Ta.C	Taunton	Dean-Hartshorn House	68 Dean St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	Yes: Moderate to severe train and horn noise	No: 100 ft, < 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.019, Ta.B, Ta.C	Taunton	Old Colony Railroad Station	40 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Taunton Station; Dean St Grade Crossing	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Severe, adjacent to new catenary and grade crossing, in vicinity of new station	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.020, Ta.B, Ta.C	Taunton	William Woodward House	117 Arlington St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Dean St Grade Crossing	No	Yes: Severe train and horn noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.021, Ta.B, Ta.C	Taunton	Charles R. Atwood House	30 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	Dean St Grade Crossing	No	Yes: Moderate train and severe horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.022, Ta.B, Ta.C	Taunton	Theodore Dean House	26 Dean St	NRIND, NRMPS, LHD; A, C	Stoughton Line	n/a	No	Yes: Severe horn noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing	Adverse: Noise Visual	Yes
Ta.23, Ta.B, Ta.C	Taunton	C.J.H. Bassett House	20 Chestnut St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	No	No: >800 ft, < 50 VdB	No	No Adverse Effect	No
Ta.28, Ta.B, Ta.C	Taunton	Abiezar Dean House	57 Summer St	NRIND, NRMPS, LHD	Stoughton Line	n/a	No	No	No: >500 ft, < 50 VdB	No	No Adverse Effect	No
Ta.029, Ta.B, Ta.C	Taunton	Neck of Land Cemetery	Summer St	NRIND, NRMPS, LHD; A, C	Stoughton Line	n/a	No	Yes: Moderate to severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.89	Taunton	Cohannet Mills #3	120 Ingell St	NRIND	Attleboro Secondary	Grade Crossing	No	No: 100 ft <80 VdB	n/a	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
Be.C	Berkley	Myricks Street Area	Myricks, Grove, and Mill Sts	RNRE; A, C	Fall River Secondary, New Bedford Main Line	TP-06 Switching Station (SWS-2); Myricks and Mill Sts Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, and traction power facility	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Be.006	Berkley	Residence	1 Macomber St	RNRE; A, C	New Bedford Main Line	Padelford St Grade Crossing	No	Yes: Severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
La.C	Lakeville	Assonet Cedar Swamp Area	Pierce Ave; County and Howland Rds; Freetown, Mill, and Malbone Sts	RNRE; A, C, D	New Bedford Main Line	Malbone St Grade Crossing	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
La.024	Lakeville	Peirce and Haskins Cemetery	Off Adams Lane	RNRE; A, C NE	Fall River Secondary	Adams Lane Grade Crossing	No	Yes: Severe train and horn noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.C	Freetown	Slab Bridge Road Area	Slab Bridge, Forge, Richmond, and Howland Rds	RNRE; A, C	Fall River Secondary	Elm St, Forge Rd, Richmond Rd Grade Crossings	No	Yes: Moderate to severe train and horn noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.D	Freetown	Assonet Historic District	Mill, Water, Main, Pleasant, Elm, Forge Sts	NRDIS; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train and horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, portion of edge of area is in vicinity of new catenary	Adverse: Noise Visual	Yes
Ft.009	Freetown	Richmond Road / Maple Tree Crossing Bridge	Richmond Rd	MHC-DOE; C	Fall River Secondary	Richmond Rd, Beechwood Rd Grade Crossing	No	n/a	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.C	New Bedford	Acushnet Heights Historic District	State, Pleasant, Linden, Austin, Hazard, and Country Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); TP-30 Paralleling Station (PS-4)	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise Visual	Yes
NB.D	New Bedford	Wamsutta Mills Historic District	Acushnet Ave; Logan, North Point, and Wamsutta Sts	NRDIS; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6); Wamsutta Layover Facility	No	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and layover facility	Adverse: Noise (to residential area) Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
NB.G	New Bedford	National Spun Silk Co. – Oneko Mills	Brook St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, >80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
NB.010	New Bedford	Lambeth Rope Complex	627-637 Tarklin Hill Rd	RNRE; A, C	New Bedford Main Line	King's Highway Station; King's Highway / Tarklin Hill Rd Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB	Possible: Moderate, in vicinity of new catenary and station	No Adverse Effect	No
NB.011	New Bedford	Manomet Mill #4 - Manomet Tire Cord Fabric Mill	117 King St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.012	New Bedford	Belleville Warehouse Company Cotton Storage Building	51 King St	NRDOE; A, C	New Bedford Main Line	Nash Rd Grade Crossing	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.026	New Bedford	Pierce Brothers Textile Mill Complex	1125-1129 County St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
NB.029	New Bedford	Christ Presbyterian Church	1097 County St	RNRE; C	New Bedford Main Line	n/a	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.053	New Bedford	Purchase Street Fire Station	2071 Purchase St	RNRE; A, C	New Bedford Main Line	n/a	No	Yes: Moderate train noise	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
NB.063	New Bedford	Union Street Railway Car barn	1959 Purchase St	NRIND, NRDIS- C; A	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
NB.065	New Bedford	Dawson Building	1843-1855 Purchase St	NRIND, NRDIS- C; A, C	New Bedford Main Line	TP-09 Paralleling Station (PS-6)	No	No	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
NB.081	New Bedford	New Bedford Cotton Storage Warehouse Co., North Stores	19 Jean St	RNRE; A, C	New Bedford Main Line	n/a	No	n/a	Yes: 50 ft, >80 VdB	Yes: Moderate in vicinity of new catenary	No Adverse Effect	No
FR.C	Fall River	Fall River Multiple Resource Area	multiple	NRMPS; A, B, C	Fall River Secondary	Battleship Cove Station	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS	Refer to individual properties in MPS
FR.D	Fall River	North Main Street Area	North Main St	RNRE; A, C	Fall River Secondary	Weaver's Cove Layover(east)	Yes: Layover construction	Yes: Moderate to severe train noise	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and layover	Adverse: Physical Noise Visual	Yes
FR.E, FR.C	Fall River	Border City Mills	Weaver and West Sts	NRDOE, NRMPS; A, C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.F, FR.C	Fall River	Sagamore Mill Nos. 1 and 3	Ace St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.G, FR.C	Fall River	Sagamore Mill No. 2	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.H, FR.C	Fall River	Foster Spinning Company	Cove St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	n/a	Yes: 75 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.J, FR.C	Fall River	Narragansett Mills	North Main St	NRMPS, NRDIS; A, C	Fall River Secondary	n/a	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
FR.K, FR.C	Fall River	North Burial Ground	North Main St	NRMPS, NRDIS; A, B, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.L	Fall River	Durfee Street Area	North Main and Durfee Sts	RNRE; A, C	Fall River Secondary	Fall River Depot Station; TP-11 Paralleling Station (PS-05)	No	Yes: Moderate to severe train noise	Yes: 50 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary, station, and traction power facility	Adverse: Noise Visual	Yes
FR.M	Fall River	Diners of Massachusetts	multiple	NRMPs; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.N, FR.C	Fall River	American Printing Company - Metacommet Mill	Anawan St	NRMPs, NRDIS; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate to severe, portions of area are in vicinity of new catenary and station	Adverse: Visual	Yes
FR.005, FR.C	Fall River	William Collins House	3775 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.006, FR.C	Fall River	North Christian Congregational Church	3538 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.010, FR.C	Fall River	Borden-Winslow House	3063 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	No	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.012, FR.C	Fall River	Canedy, Squire William B. House	2634 North Main St	NRMPs, NRIND; A, C	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	Adverse: Visual (catenary)	Yes
FR.013	Fall River	William J. Wiley Middle School	2585 North Main Street	RNRE	Fall River Secondary	Weaver's Cove Layover (east)	No	No	No: 500 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary, layover facility	No Adverse Effect	No
FR.015, FR.C	Fall River	Border City Mills - Mill #2	1 Weaver St	NRMPs, NRIND; A, C	Fall River Secondary	n/a	No	n/a	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.016	Fall River	Weaver Street Railroad Bridge	Weaver St	MHC-DOE; A, C	Fall River Secondary	n/a	Possible	n/a	Yes: 0 ft, > 80 VdB	Yes: Moderate, in close proximity to new catenary	No Adverse Effect	No
FR.017	Fall River	Residence	311 Crescent St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.026, FR.C	Fall River	Brightman, Hathaway House	205 Crescent St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 400 ft, < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.050	Fall River	St. Michael's Roman Catholic Church	207 Essex St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate to severe train noise	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
FR.066, FR.C	Fall River	St. Joseph's Roman Catholic Church	1355 North Main St	NRIND, NRMPS A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 700 ft, < 50 VdB	No	No Adverse Effect	No
FR.067	Fall River	Cotton Warehouse	7 Oregon St	RNRE; A, C	Fall River Secondary	n/a	No	n/a	Yes: 50ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Visual (possible)	Yes
FR.070, FR.M	Fall River	Al Mac's Diner	135 President Ave	NRMPS, NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 250 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.081	Fall River	Residence	524 Durfee St	RNRE; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.082	Fall River	Lafayette-Durfee House	94 Cherry St	NRIND; A, C	Fall River Secondary	n/a	No	Yes: Moderate train noise	No: 300 ft, < 70 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
FR.084	Fall River	Central Street Bridge over Quequechan River	Central St	MHC-DOE; C	Fall River Secondary	n/a	No	n/a	No: 100 ft, < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
FR.089	Fall River	Borden and Remington Company	85-115 Anawan St	RNRE; A, C	Fall River Secondary	Battleship Cove Station	No	n/a	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary and station	No Adverse Effect	No

¹ Resources are sequenced north to south along the project corridor by community.

² **National Register Status**

NHL National Historic Landmark
 NRDIS National Register Historic District
 NRIND Property individually listed in the National Register
 NRMPS District or Property individually listed in the National Register as part of a NRMPS
 NRDOE Property formally determined eligible by Keeper of the National Register
 MHC-DOE Property evaluated as eligible by MHC
 RNRE Property recommended as eligible
 NRDIS-C Property contributing to an NR-listed district
 LL Property individually listed in the State Register
 LHD Property located within a State Register listed historic district

³ Within 250 feet of a proposed station, layover, or traction power facility, or an existing station where work is proposed or within 400 feet of a grade crossing.

⁴ **Direct/Physical Impacts**

Level of impact Based on review of project plans and analyses for DEIS/DEIR (USACE 2011).

No Historic property will not be impacted during or because of project construction activities; this typically applies to properties located in the vicinity of the project, but not within or immediately adjacent to construction areas.
 Yes Historic property that could be impacted during or because of project construction activities; typical impacts are physical in nature and may affect properties within or immediately adjacent to construction areas.

⁵ **Indirect Noise Impacts**

Level of impact Data per Environmental Consequences Technical Report: Noise (VHB June 2009) and DEIS/DEIR (USACE 2011).

Train Noise Noise generated by the operation of trains traveling along the rails.

Horn Noise Noise generated by warning horn blowing, typically at grade crossings.

Moderate Potential for the project to cause noticeable increase in cumulative noise levels, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009).

Severe Potential for the project to cause significant increase in cumulative noise levels, causing high annoyance, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009). Under FTA criteria severe impacts are subject to mitigation (refer to VHB 2012a).

Table 5-1. Historic Properties Affected along the Stoughton Electric Alternative.

n/a	Not applicable- Noise impacts were not evaluated for historic properties where noise is unlikely to impact the characteristics for which the property is historically significant, including bridges, railroad stations, and industrial complexes.
6 Indirect Vibration Impacts	
Level of impact	Data per Environmental Consequences Technical Report: Vibration (VHB June 2009) and DEIS/DEIR (USACE 2011). The vibration data shown present the approximate distance of the property from the right-of-way centerline, followed by projected vibration level from train operations.
No	Low level of vibration anticipated from construction and/or operations per VHB June 2009, which determined that, based on the FTA Generalized Ground-Surface Vibration Curves Table, properties within approximately 90 feet of the center line of a locomotive powered passenger or freight rail line could be impacted by vibration levels of 80VdB, the threshold for human annoyance, or higher. All projected vibration levels are well below the 100 VdB threshold for potential structural damage to fragile buildings or structures (VHB June 2009) that would result in a level of moderate or high impact.
Possible	Potential for damage from vibration generated by pile driving is noted as “Vibration (possible)” under the Effects column, where individual properties or buildings within an historic district are within 25 ft of the right-of-way (per VHB June 2009). The location of any pile driving has not been determined and is expected to be limited, if any occurs.
Ft	Distance (in feet) of the property from the railroad right-of-way centerline.
VdB	RMS (root mean square) Vibration Velocity Level.
7 Indirect Visual Impacts	
Level of Impact	Based on review of project plans and analyses for DEIS/DEIR (USACE 2011). The categories of level of impact were defined for the purposes of this analysis. Moderate and severe visual impacts considered to be potential adverse effects.
No	No potential for the project to change the existing visual environment (ex. increased use of existing railroad infrastructure).
Minimal	Low level of change in the visual environment of a historic property, based on the location of the property near existing railroad elements that will be slightly modified with a new feature as part of the project (ex. replacement of existing catenary with new catenary or upgrading an existing grade crossing).
Moderate	Potential for change in the visual environment of a historic property, based on the location of the property in the broad vicinity of new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
Severe	High potential for change in the visual environment of a historic property, based on the location of the property adjacent or in close proximity to new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
8 Effects	
The level of effect (adverse or no adverse effect) is assessed based on the impact information presented for direct and indirect physical, noise, vibration, and visual impacts and the resource type (ex. new catenary is not considered an adverse effect for industrial and railroad historic properties). New station construction and modifications to existing stations and their sites will have no adverse effect on historic stations and adjacent historic properties as long as changes are designed in a manner sensitive to the historic architectural character of the building and/or area. Noise mitigation including linear barriers and insulating treatments on historic buildings will have an effect on adjacent or subject properties and will require design considerations for compatibility with historic resources. Vibration impacts from pile driving could affect buildings adjacent to the right-of way, if pile driving or other similar construction occurs; however the location of this type of construction has not been identified. There are no anticipated atmospheric and cumulative impacts to historic resources. Traffic impacts to historic resources will be assessed when traffic analyses are available, but are expected to be minor. The level of effect presented in the table reflects the worst case and will be refined after the preferred alternative is selected, intensive historic resources survey is completed, and more detail about the project elements and work types is available.	
9 Mitigation	
It is assumed that all adverse effects will require mitigation. Mitigation may include vibration dampening, noise barriers, visual screening, and the use of compatible materials within historic districts or adjacent to historic properties.	

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/ Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.C	Taunton	Taunton Multiple Resource Area	Multiple Throughout City of Taunton	NRMPS; A, B, C, D	Whittenton Branch	Dean St, Whittenton St Grade Crossings	See below	See below	See below	See below	See below	See below
Ta.D	Taunton	High Street Area	High, Weir, and Somerset Sts	RNRE; A, C	Attleboro Secondary and Stoughton Line	TP-05 Paralleling Station (PS-2); Weir St, Bow St Grade Crossings	No	Yes: Moderate train noise (at edge of area)	No: 150 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary, grade crossing, and traction power facility	Adverse: Noise Visual	Yes
Ta.F	Taunton	Whittenton Mill Area	Whittenton St	RNRE; A, C	Whittenton Branch	Whittenton St Grade Crossings	No	Yes: Moderate to severe train and horn noise (in some locations)	Yes: 0 ft, > 80 VdB (only in some locations)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.G, Ta.C	Taunton	Whittenton Mill Complex	Whittenton St	NRDIS, NRMPS; A, C	Whittenton Branch	Whittenton St Grade Crossing	No	n/a	Yes: 50 ft, > 80 VdB (only at edge of area)	Yes: Moderate, in vicinity of new catenary and grade crossing systems (in some locations)	No Adverse Effect	No
Ta.H	Taunton	Reed and Barton Worker Housing	Cottage and Meadow St	RNRE; A, C	Whittenton Branch	Whittenton St Grade Crossing	No	Yes: Moderate to severe horn noise (in some locations)	No: 200 ft, < 75 VdB	Yes: Moderate, in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes
Ta.I	Taunton	Ancient Whittenton Area	Warren St	RNRE; A, C	Whittenton Branch	Warren St Grade Crossing	No	Yes: Moderate to severe train and horn noise (in some locations)	Yes: 0 ft, > 80 VdB (only in some locations)	Yes: Moderate to severe, in vicinity of new catenary and grade crossing systems (in some locations)	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.R	Taunton	Multiple	MA State Hospitals and State Schools MPS	NRMPS; A, C, D	Attleboro Secondary	Danforth St Grade Crossing	No	Yes: Moderate train and horn noise	No: 400 ft < 50 VdB	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Visual	Yes
Ta.S	Taunton	Danforth St, Dana St	Taunton State Hospital Historic District	NRDIS, NRMPS; A, C, D	Attleboro Secondary	Danforth St Grade Crossing	No	Yes: Moderate train and horn noise	No: 400 ft < 50 VdB	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Visual	Yes
Ta.T	Taunton	Tremont St	Tremont St Area	RNRE; A, C	Attleboro Secondary	Tremont St Grade Crossing	No	Yes: Moderate train and severe horn noise	Yes: 50 ft, > 80 VdB (only small portion of area)	Yes: Moderate, portions of area are in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.160	Taunton	Staples Coal Company	28 Dana St	RNRE; A, C	Attleboro Secondary	n/a	No	n/a	No: 100 ft < 80 VdB	Yes: Moderate, in vicinity of new catenary	No Adverse Effect	No
Ta.181	Taunton	N.S. Mason House	58 Tremont St	NRIND, NRMPS	Attleboro Secondary	n/a	No	Yes, Moderate train and horn noise	No	No	No Adverse Effect	No
Ta.208, Ta.C	Taunton	St. Thomas Episcopal Church	111-115 High St	NRIND, NRMPS; A, C	Attleboro Secondary	Porter St, Cohannet St Grade Crossing	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
Ta.209, Ta.C	Taunton	McKinsirey House	115 High St	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Visual	Yes
Ta.211, Ta.C	Taunton	Henry G. Brownell House (Elk's Lodge No. 150)	119 High St	NRIND, NRMPS; A, C	Attleboro Secondary	Porter St, Cohannet St Grade Crossing	No	Yes: Moderate to severe horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	Adverse: Noise Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Map ID ¹	Town	Property Name	Location	NR Status; Criteria ²	Rail Segment	Station, Layover, Traction Power, Grade Crossing ³	Direct/Physical Impacts ⁴	Indirect Noise Impacts ⁵	Indirect Vibration Impacts ⁶	Indirect Visual Impacts ⁷	Effects ⁸	Mitigation (Y/N) ⁹
Ta.225	Taunton	Rhodes Button Company	12 Porter St	RNRE; A, C	Attleboro Secondary	Winthrop St, Porter St, Cohannet St Grade Crossings	No	n/a	Yes: 90 ft > 80 VdB	Yes: Moderate, in vicinity of new catenary and traction power facility	No Adverse Effect	No
Ta.245, Ta.C	Taunton	Lord-Baylies-Bennett House (Taunton Masonic Lodge)	66 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate train and severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.246, Ta.C	Taunton	Samuel Washburn House	68 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate to severe train and severe horn noise	Yes: 50 ft, > 80 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.254, Ta.C	Taunton	Samuel Colby House	74 Winthrop St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St, Cohannet St Grade Crossings	No	Yes: Moderate train and severe horn noise	No: 100 ft < 80 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Noise Visual	Yes
Ta.259, Ta.C, Ta.V	Taunton	Sarah A. Haskins House	18 Harrison Ave	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.262	Taunton	Mount Pleasant Cemetery	19 Crocker St	NRIND; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.266, Ta. C	Taunton	J.C. Bartlett House	12 Walnut St	NRIND, NRMPS; A, C	Attleboro Secondary	Winthrop St Grade Crossing	No	Yes: Moderate train and severe horn noise	No: 400 ft < 50 VdB	Yes: Severe, adjacent to new catenary	Adverse: Noise Visual	Yes
Ta.293	Taunton	Albert Field Tack Works	19 Spring St	NRIND, NRMPS	Attleboro Secondary	n/a	No	No	No: 1600 ft	No	No Effect	No
Ta.294, Ta.C, Ta.D	Taunton	H.B. Lothrop Store	210 Weir St	NRIND, NRMPS; A, C	Attleboro Secondary	n/a	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes
Ta.309, Ta.C	Taunton	William Lawrence House	101 Somerset Ave	NRIND, NRMPS; A, C	Attleboro Secondary	Barnum St, Weir St Grade Crossings	No	Yes: Moderate horn noise	No: 400 ft < 50 VdB	Yes: Moderate, in vicinity of new catenary	Adverse: Visual	Yes

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

¹ Resources are sequenced north to south along the project corridor for each rail segment.

² National Register Status

NHL	National Historic Landmark
NRDIS	National Register Historic District
NRIND	Property individually listed in the National Register
NRMPS	District or Property individually listed in the National Register as part of a NRMPS
NRDOE	Property formally determined eligible by Keeper of the National Register
MHC-DOE	Property evaluated as eligible by MHC
RNRE	Property recommended as eligible
NRDIS-C	Property contributing to an NR-listed district
LL	Property individually listed in the State Register
LHD	Property located within a State Register listed historic district

³ Within 250 feet of a proposed station, layover, or traction power facility, or an existing station where work is proposed or within 400 feet of a grade crossing.

⁴ Direct/Physical Impacts

Level of impact Based on review of project plans and analyses for DEIS/DEIR (USACE 2011).

No	Historic property will not be impacted during or because of project construction activities; this typically applies to properties located in the vicinity of the project, but not within or immediately adjacent to construction areas.
Yes	Historic property that could be impacted during or because of project construction activities; typical impacts are physical in nature and may affect properties within or immediately adjacent to construction areas.

⁵ Indirect Noise Impacts

Level of impact	Data per Environmental Consequences Technical Report: Noise (VHB June 2009) and DEIS/DEIR (USACE 2011).
Train Noise	Noise generated by the operation of trains traveling along the rails.
Horn Noise	Noise generated by warning horn blowing, typically at grade crossings.
Moderate	Potential for the project to cause noticeable increase in cumulative noise levels, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009).
Severe	Potential for the project to cause significant increase in cumulative noise levels, causing high annoyance, based on the FTA's noise impact criteria, as defined in the Environmental Consequences Technical Report: Noise (VHB June 2009). Under FTA criteria severe impacts are subject to mitigation (refer to VHB 2102a).
n/a	Not applicable- Noise impacts were not evaluated for historic properties where noise is unlikely to impact the characteristics for which the property is historically significant, including bridges, railroad stations, and industrial complexes.

⁶ Indirect Vibration Impacts

Level of impact	Data per Environmental Consequences Technical Report: Vibration (VHB June 2009) and DEIS/DEIR (USACE 2011).
No	The vibration data shown present the approximate distance of the property from the right-of-way centerline, followed by projected vibration level from train operations. Low level of vibration anticipated from construction and/or operations per VHB June 2009, which determined that, based on the FTA Generalized Ground-Surface Vibration Curves Table, properties within approximately 90 feet of the center line of a locomotive powered passenger or freight rail line could be impacted by vibration levels of 80VdB, the

Table 5-2. Historic Properties Affected along the Whittenton Electric Alternative.

Possible	threshold for human annoyance, or higher. All projected vibration levels are well below the 100 VdB threshold for potential structural damage to fragile buildings or structures (VHB June 2009) that would result in a level of moderate or high impact.
Ft	Potential for damage from vibration generated by pile driving is noted as "Vibration (possible)" under the Effects column, where individual properties or buildings within an historic district are within 25 ft of the right-of-way (per VHB June 2009). The location of any pile driving has not been determined and is expected to be limited, if any occurs.
VdB	Distance (in feet) of the property from the railroad right-of-way centerline. RMS (root mean square) Vibration Velocity Level.

⁷ Indirect Visual Impacts

Level of Impact	Based on review of project plans and analyses for DEIS/DEIR (USACE 2011). The categories of level of impact were defined for the purposes of this analysis. Moderate and severe visual impacts considered to be potential adverse effects.
No	No potential for the project to change the existing visual environment (ex. increased use of existing railroad infrastructure).
Minimal	Low level of change in the visual environment of a historic property, based on the location of the property near existing railroad elements that will be slightly modified with a new feature as part of the project (ex. replacement of existing catenary with new catenary or upgrading an existing grade crossing).
Moderate	Potential for change in the visual environment of a historic property, based on the location of the property in the broad vicinity of new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).
Severe	High potential for change in the visual environment of a historic property, based on the location of the property adjacent or in close proximity to new railroad elements that will be constructed as part of the project (ex. construction of a new railroad line, catenary, grade crossing systems, or traction power or layover facility).

⁸ Effects

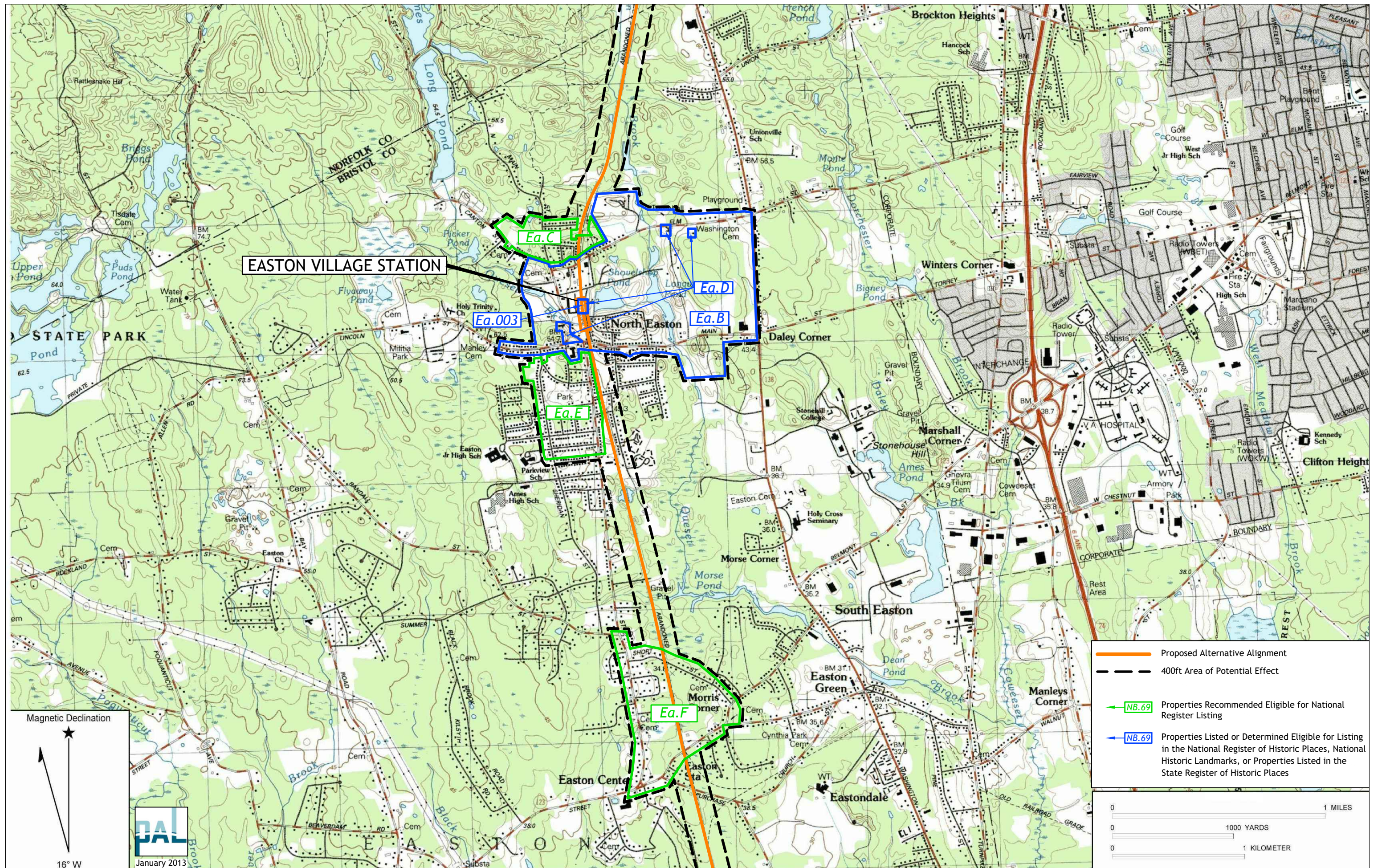
The level of effect (adverse or no adverse effect) is assessed based on the impact information presented for direct and indirect physical, noise, vibration, and visual impacts and the resource type (ex. new catenary is not considered an adverse effect for industrial and railroad historic properties). New station construction and modifications to existing stations and their sites will have no adverse effect on historic stations and adjacent historic properties as long as changes are designed in a manner sensitive to the historic architectural character of the building and/or area. Noise mitigation including linear barriers and insulating treatments on historic buildings will have an effect on adjacent or subject properties and will require design considerations for compatibility with historic resources. Vibration impacts from pile driving could affect buildings adjacent to the right-of way, if pile driving or other similar construction occurs; however the location of this type of construction has not been identified. There are no anticipated atmospheric and cumulative impacts to historic resources. Traffic impacts to historic resources will be assessed when traffic analyses are available, but are expected to be minor. The level of effect presented in the table reflects the worst case and will be refined after the preferred alternative is selected, intensive historic resources survey is completed, and more detail about the project elements and work types is available.

⁹ Mitigation

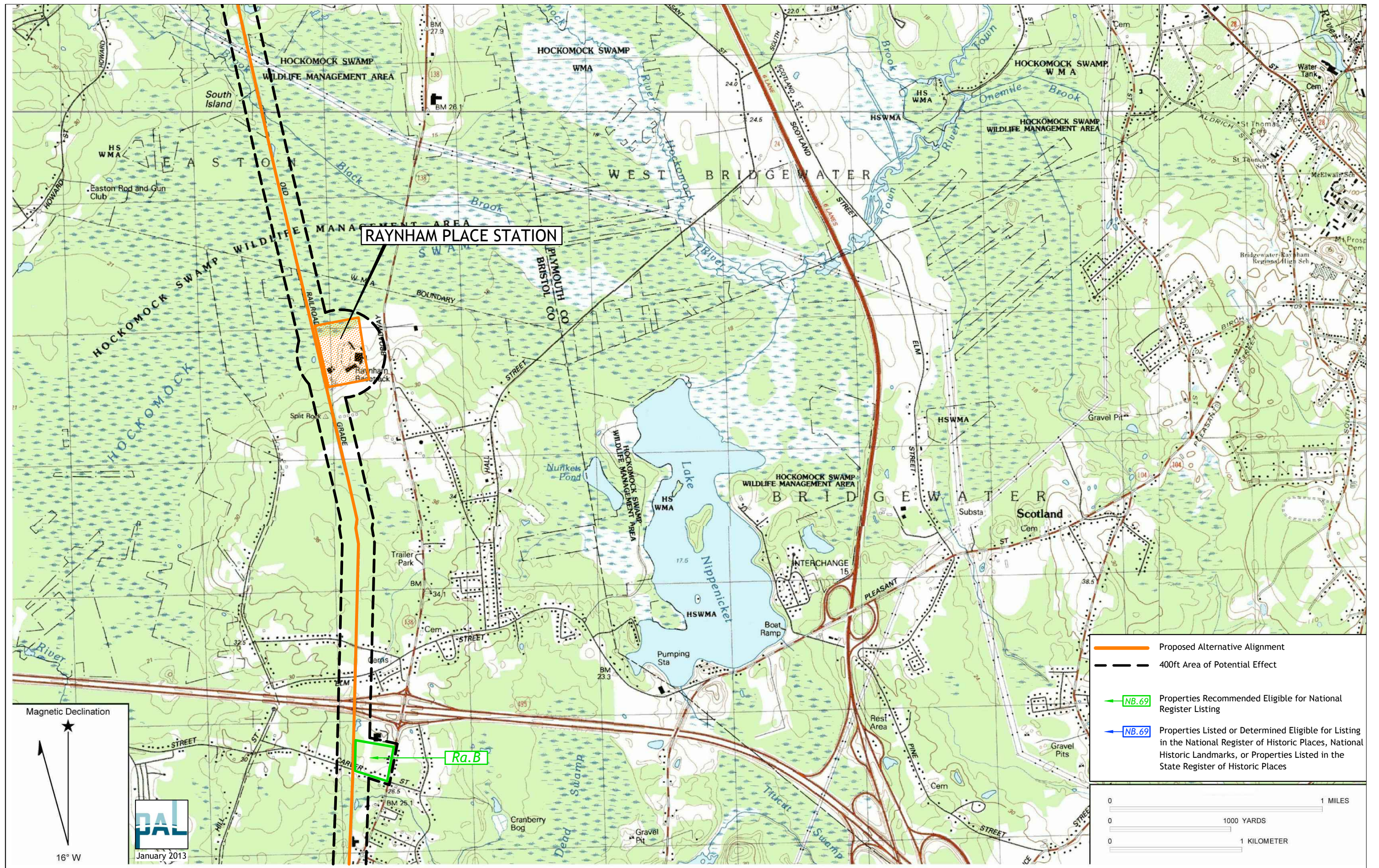
It is assumed that all adverse effects will require mitigation. Mitigation may include vibration dampening, noise barriers, visual screening, and the use of compatible materials within historic districts or adjacent to historic properties.

APPENDIX B

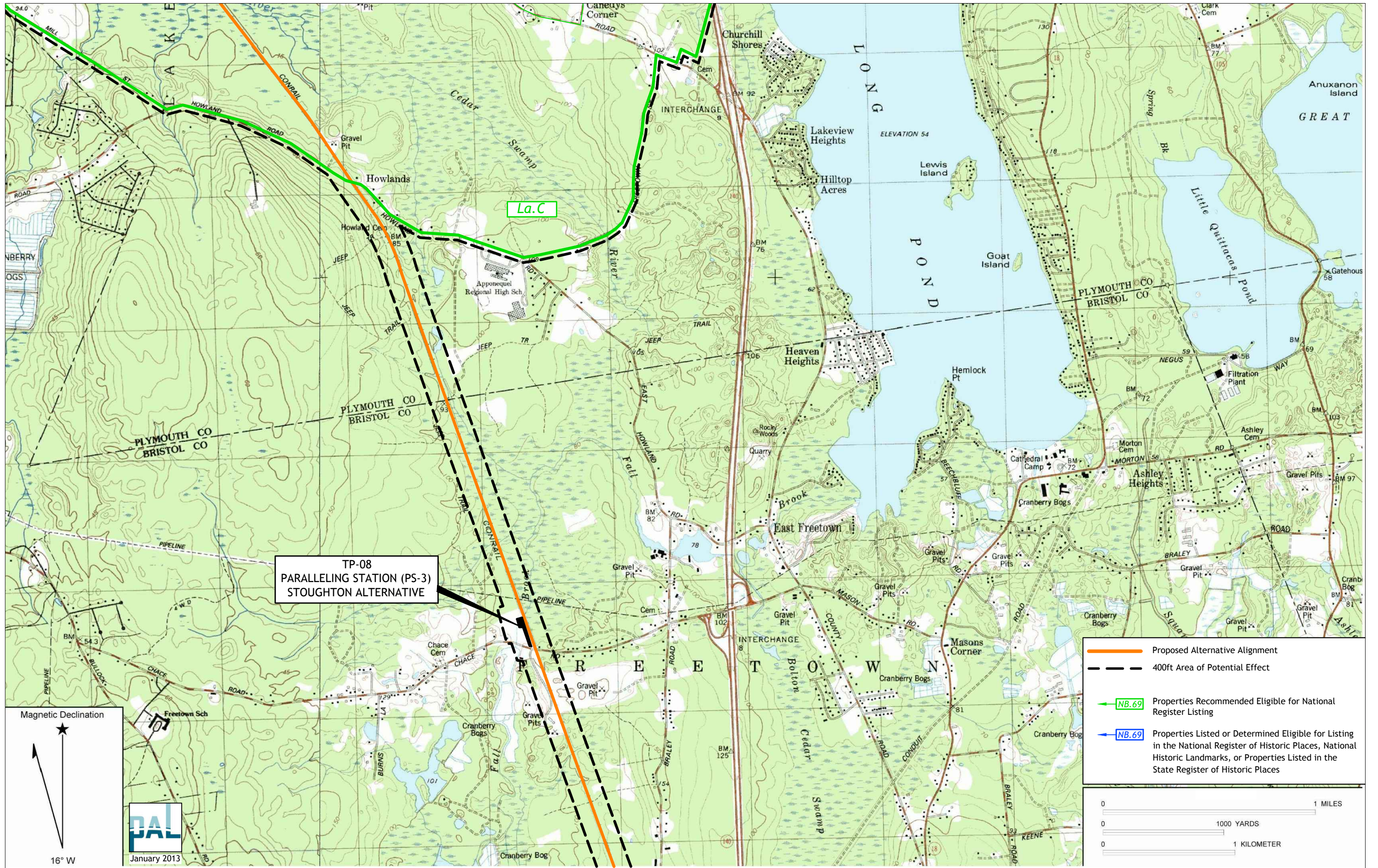
USGS Quadrangle Maps Showing Location of National Register Listed, Determined Eligible, and Recommended Eligible Historic Properties



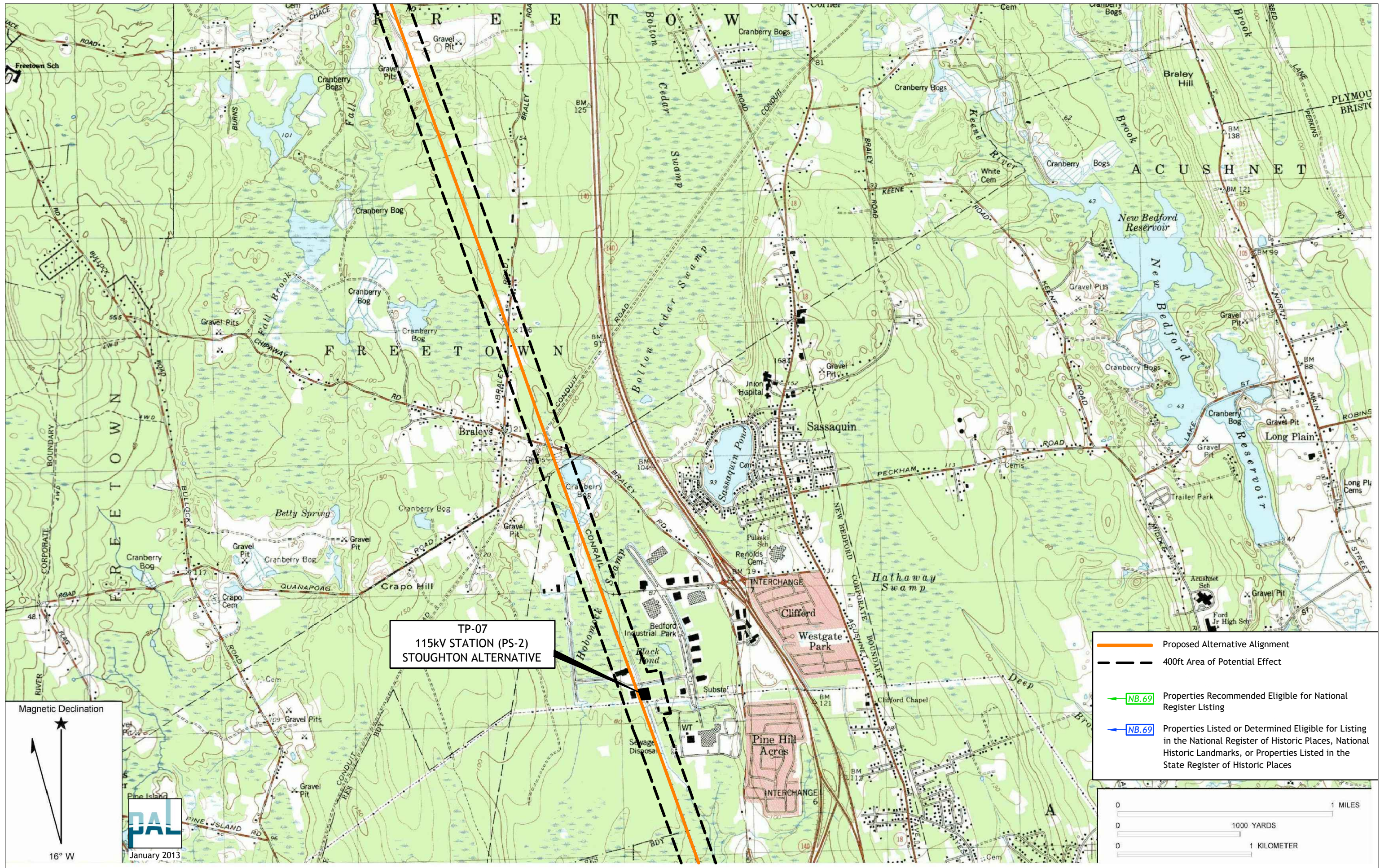
Appendix B-3. National/State Register listed, determined eligible, and recommended eligible historic properties.



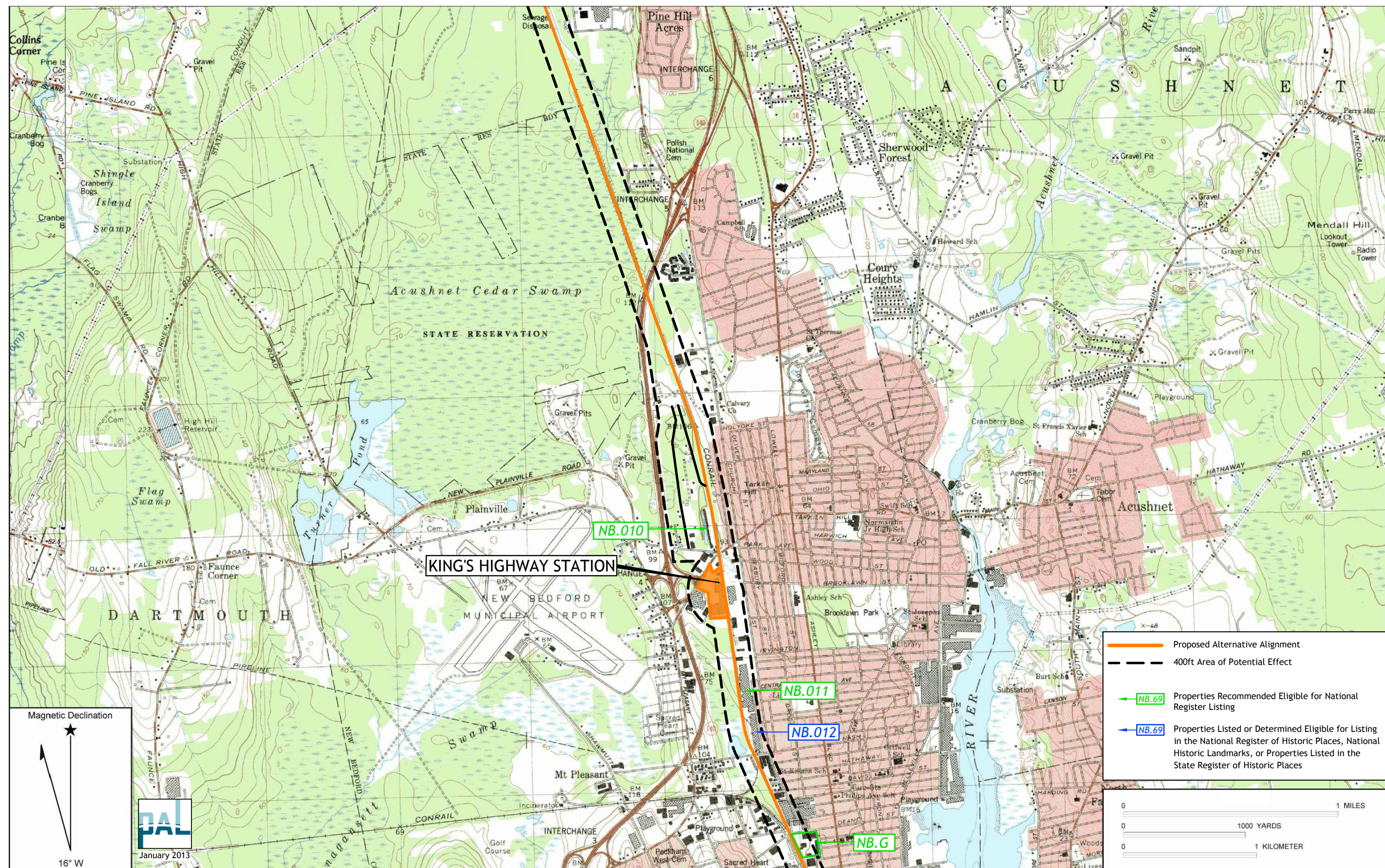
Appendix B-5. National/State Register listed, determined eligible, and recommended eligible historic properties.



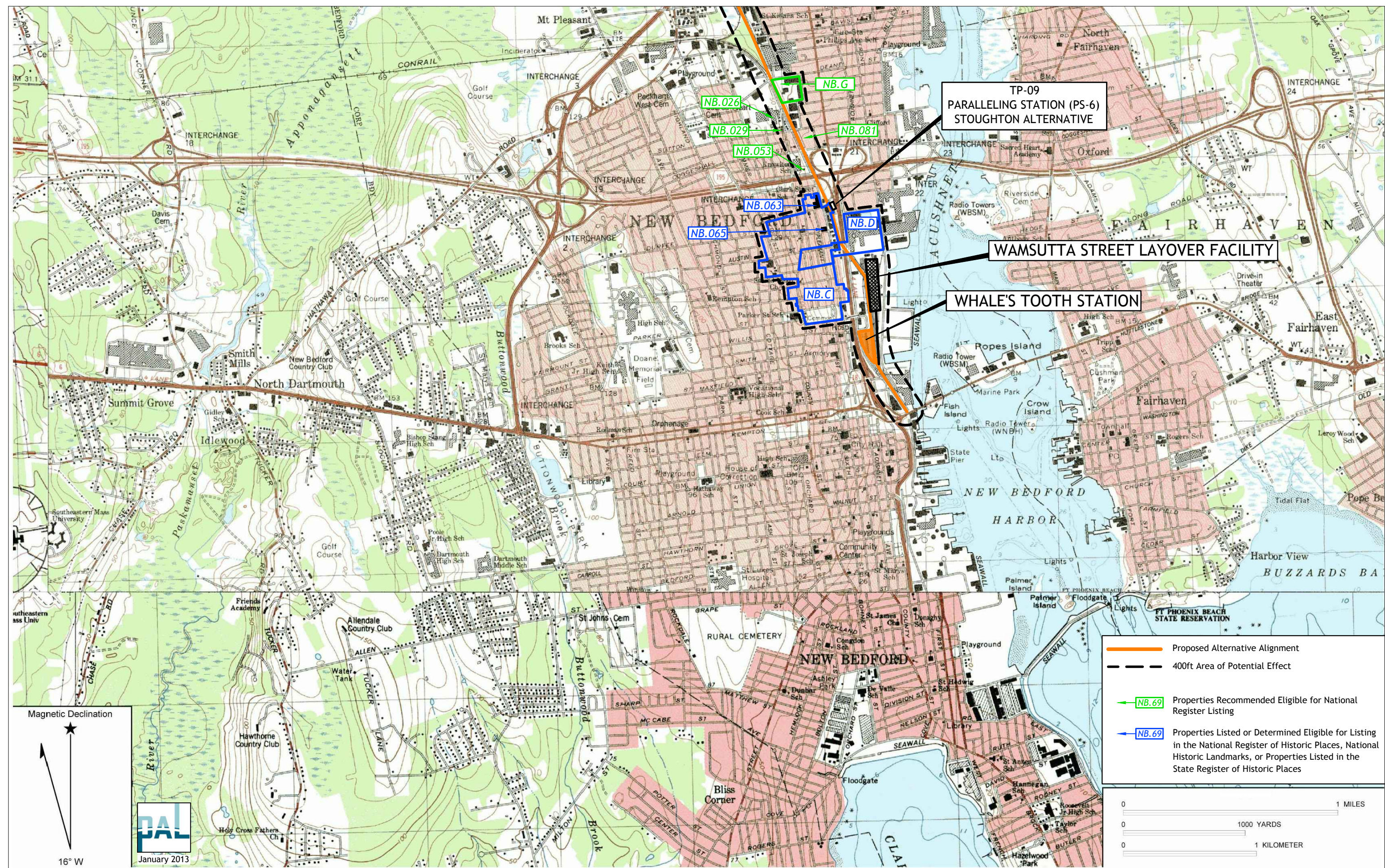
Appendix B-9. National/State Register listed, determined eligible, and recommended eligible historic properties.



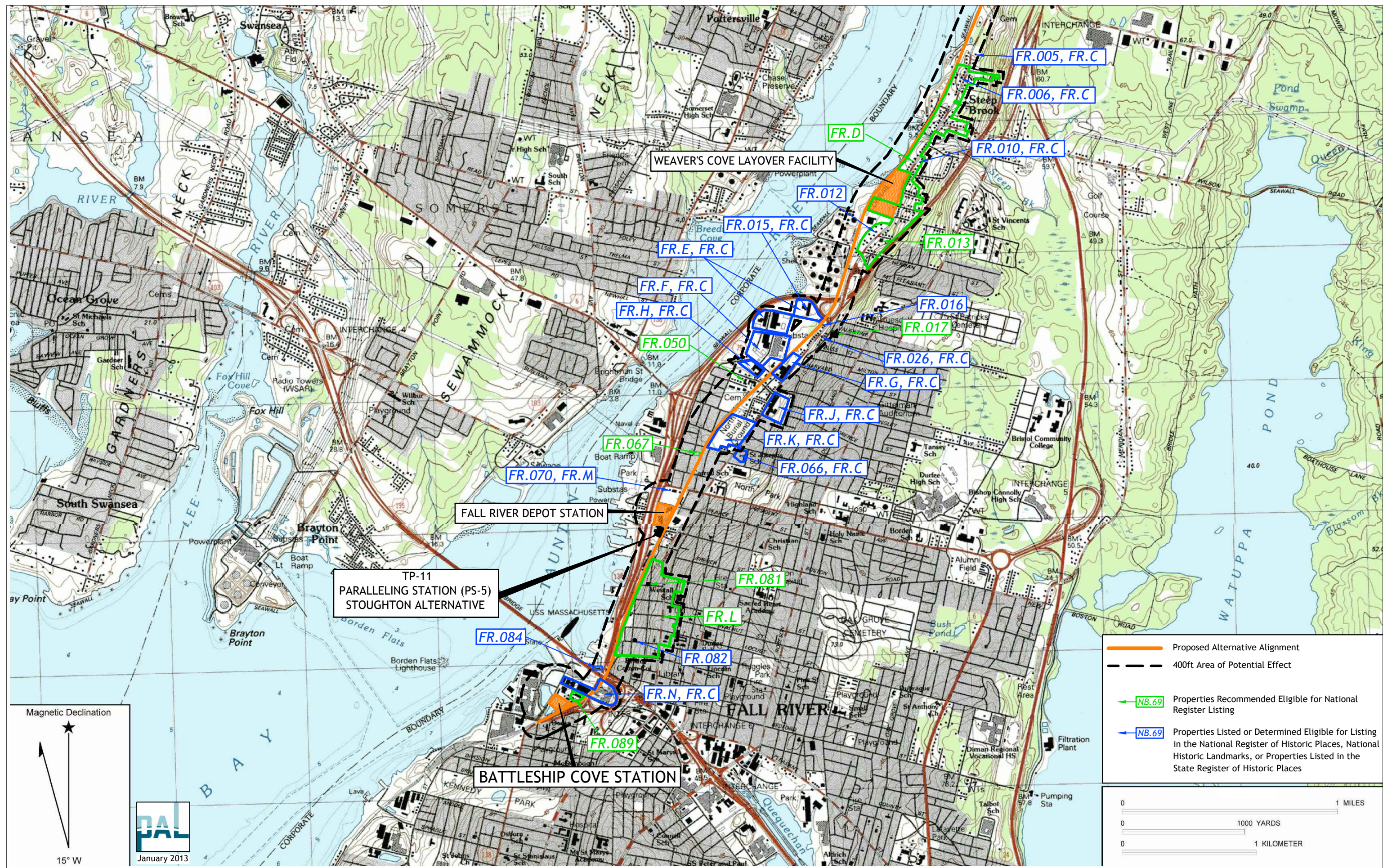
Appendix B-10. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-11. National/State Register listed, determined eligible, and recommended eligible historic properties.



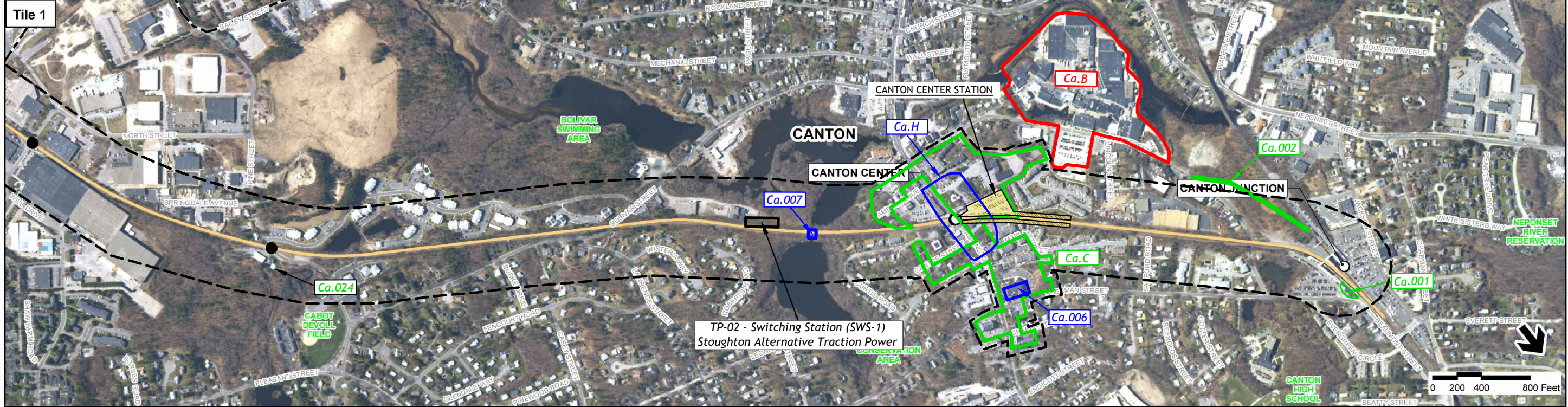
Appendix B-12. National/State Register listed, determined eligible, and recommended eligible historic properties.



Appendix B-15. National/State Register listed, determined eligible, and recommended eligible historic properties.

APPENDIX C

Project Aerial Maps Showing Location of All Properties Surveyed,
including National Register Listed, Determined Eligible,
and Recommended Eligible Historic Properties

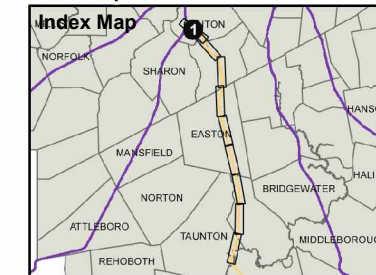


3/2/2012
\\mbasdata\projects\10111_00\GIS\project\EIS\Bases_for_PAL\Bases_Stoughton_sheet5.mxd

Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Recommended Eligible for National Register Listing
- NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

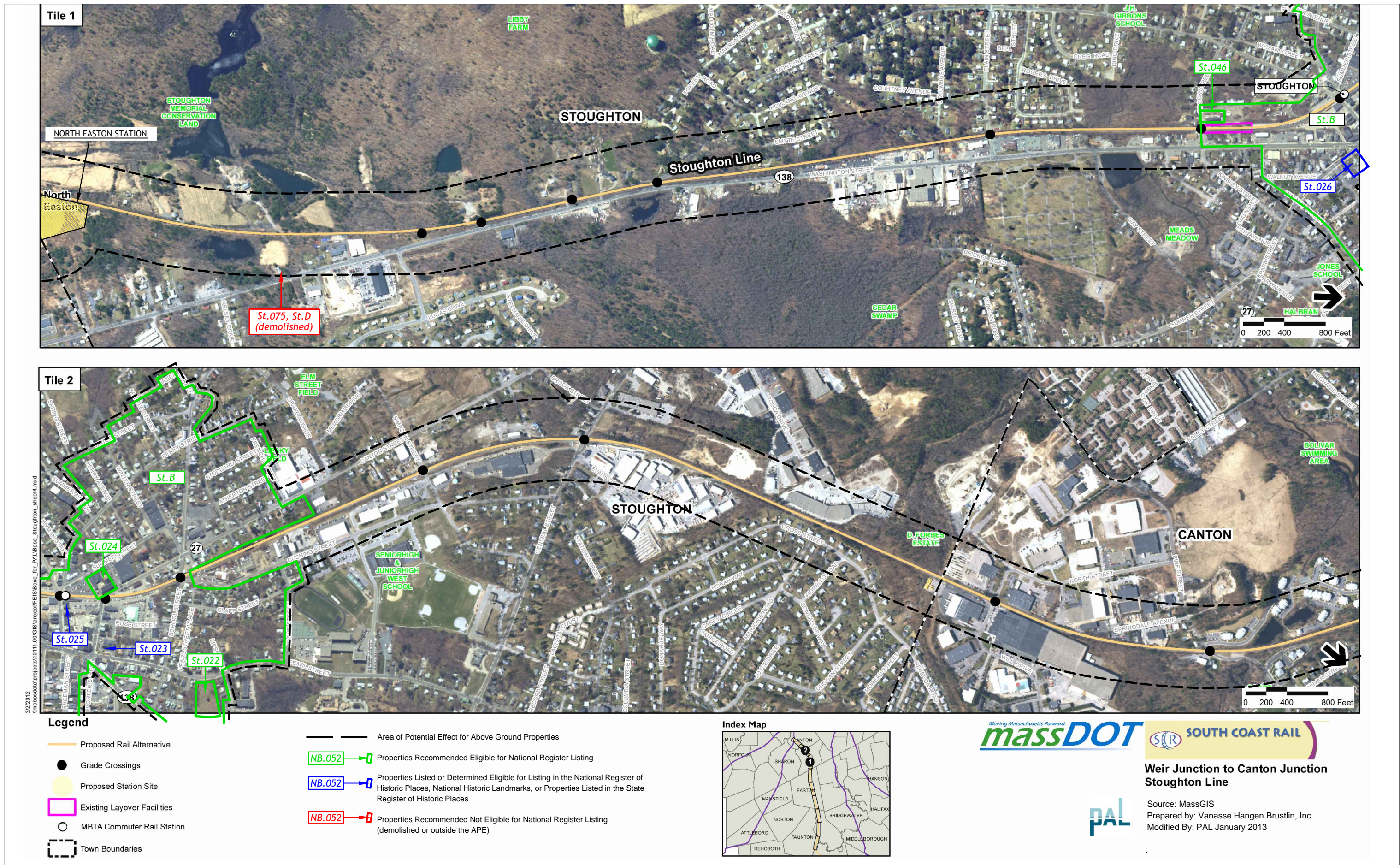
Index Map

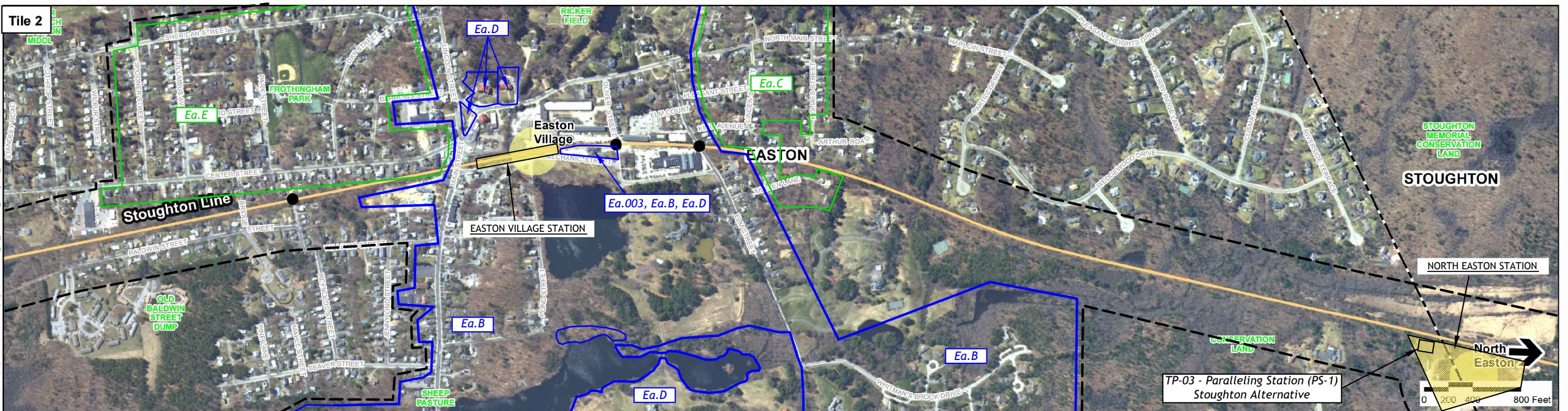


Weir Junction to Canton Junction Stoughton Line



Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

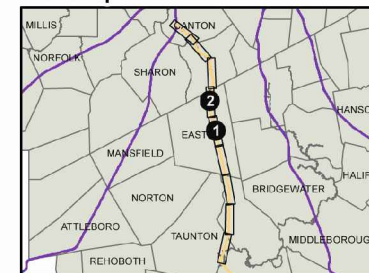




Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Recommended Eligible for National Register Listing
- NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

Index Map



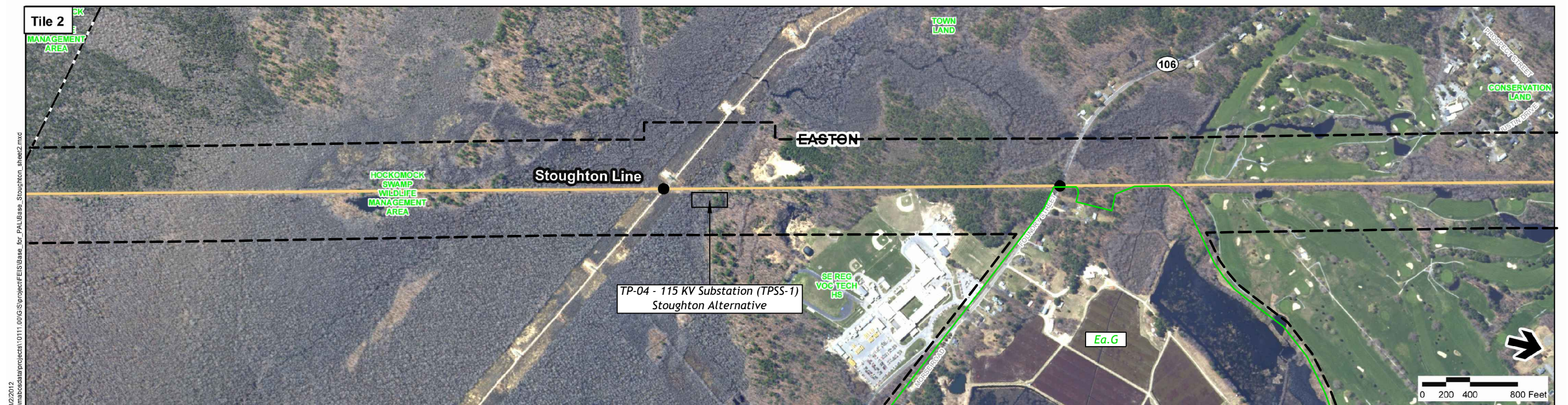
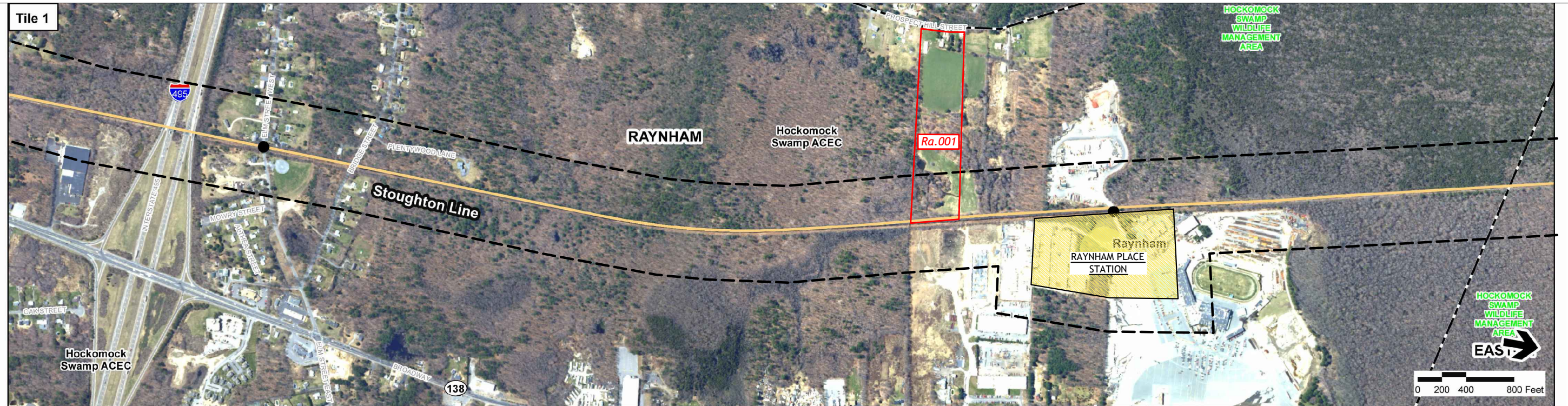
Moving Massachusetts Forward
massDOT

SOUTH COAST RAIL

**Weir Junction to Canton Junction
Stoughton Line**

PAL

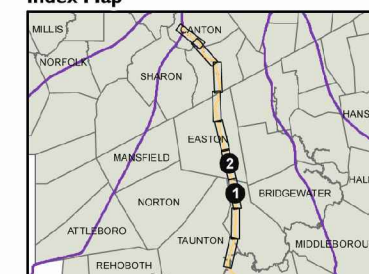
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- Area of Potential Effect for Above Ground Properties
- Properties Recommended Eligible for National Register Listing
- Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

Index Map



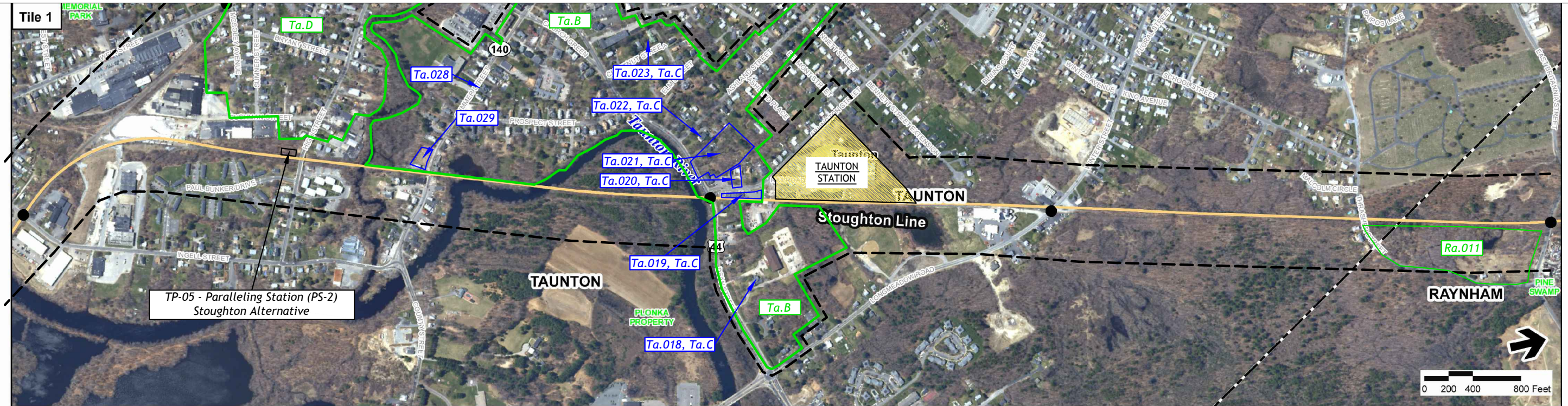
Moving Massachusetts Forward.
massDOT

SOUTH COAST RAIL

Weir Junction to Canton Junction Stoughton Line

PAL

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Recommended Eligible for National Register Listing
- NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

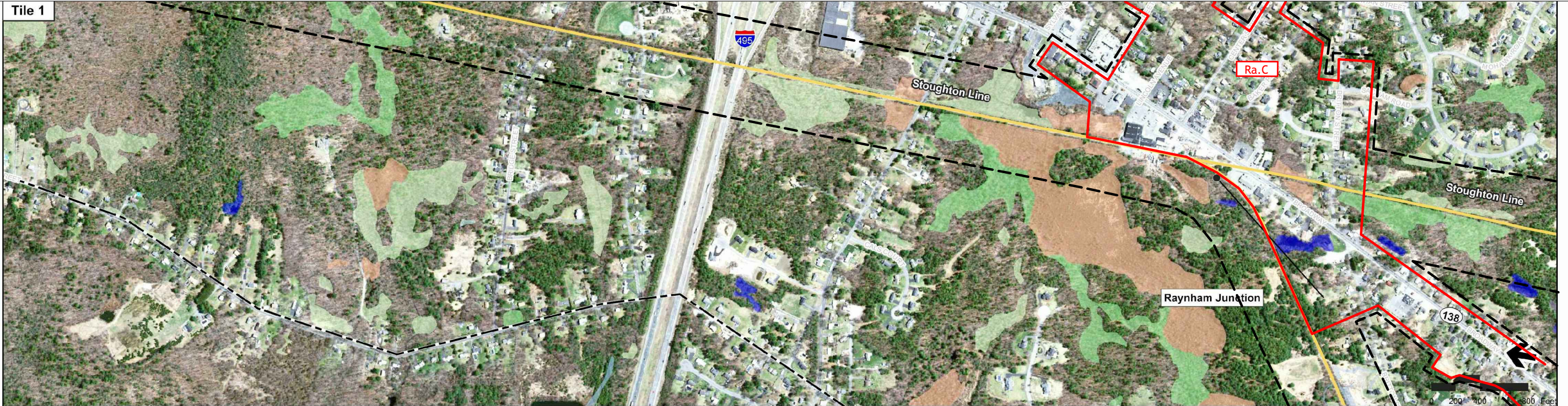
Index Map

massDOT **SOUTH COAST RAIL**

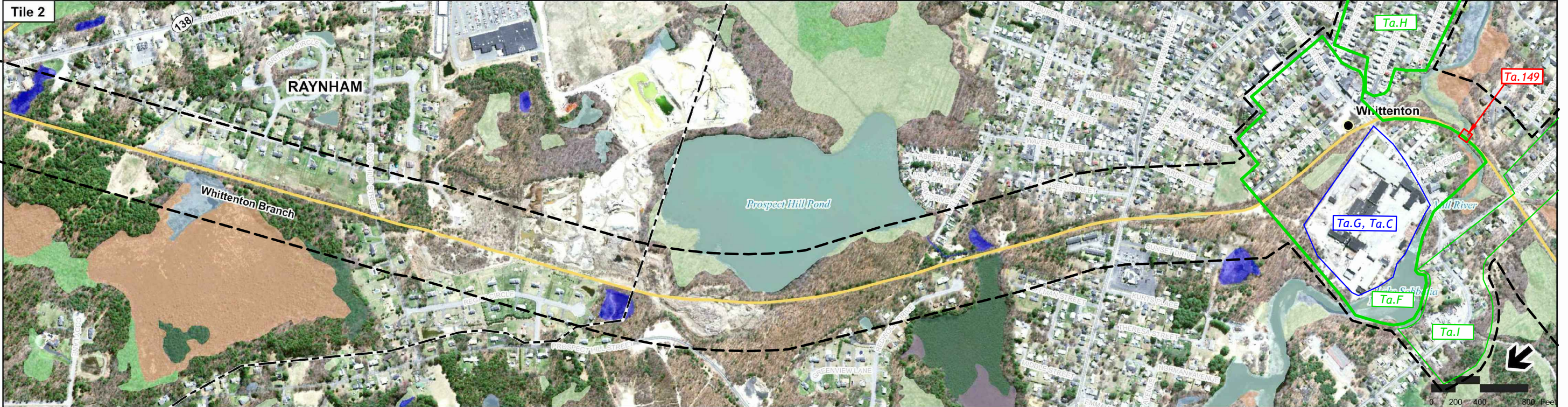
**Weir Junction to Canton Junction
Stoughton Line**

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

Tile 1



Tile 2

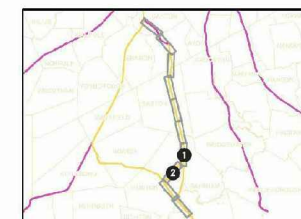


Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Recommended Eligible for National Register Listing
- NB.052 — Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

Index Map



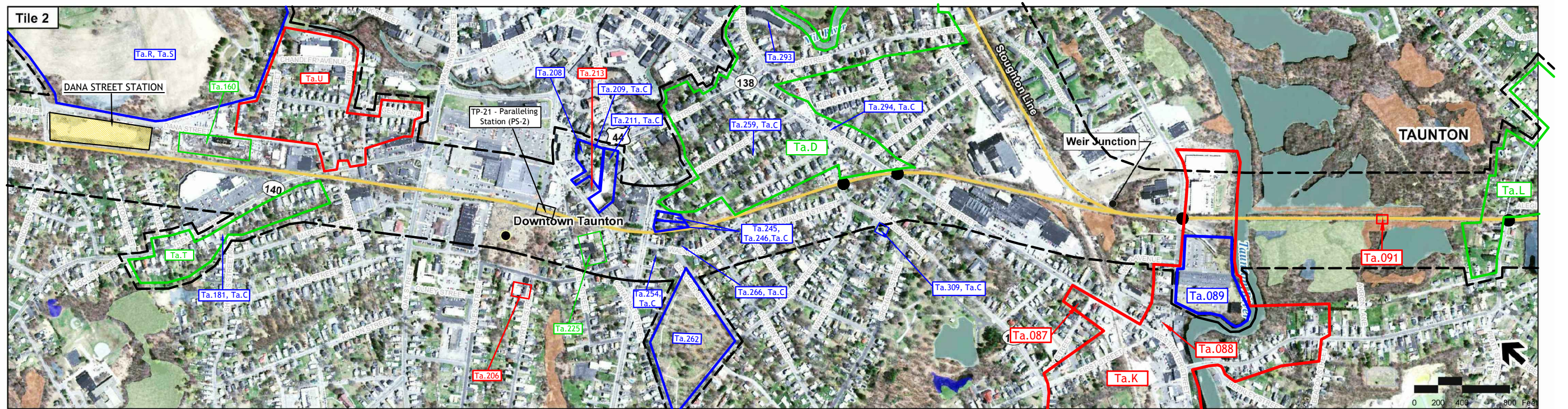
MassDOT

SOUTH COAST RAIL

Whittenton Branch

PAL

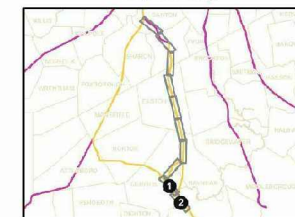
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Recommended Eligible for National Register Listing
- NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

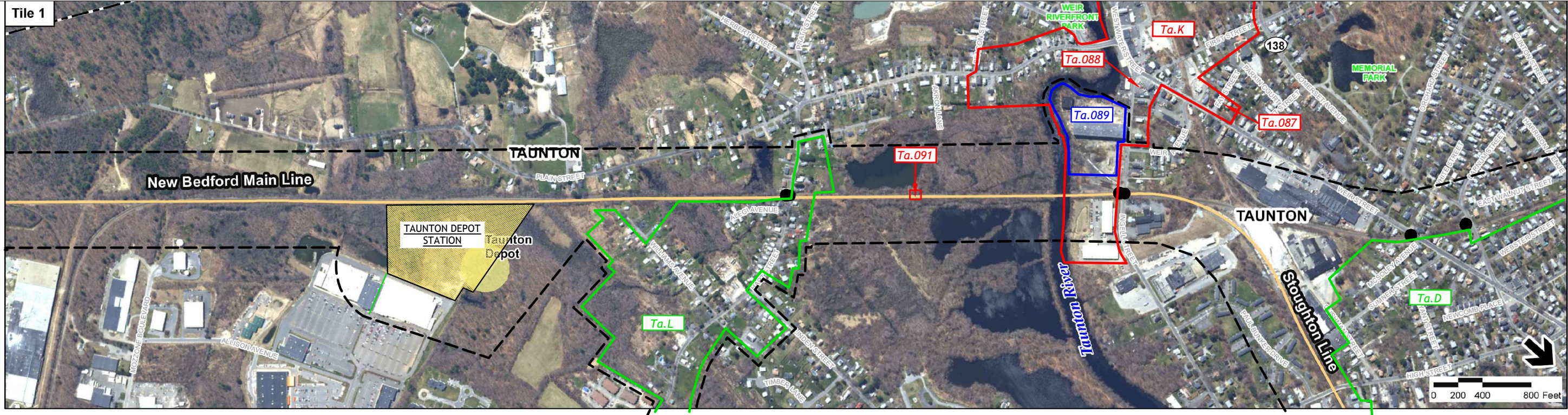
Index Map



Whittenton Branch



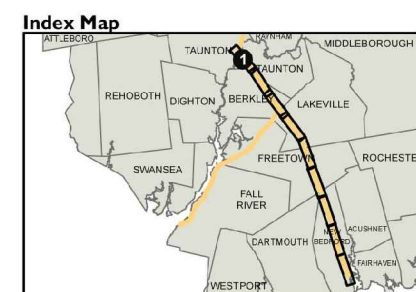
Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



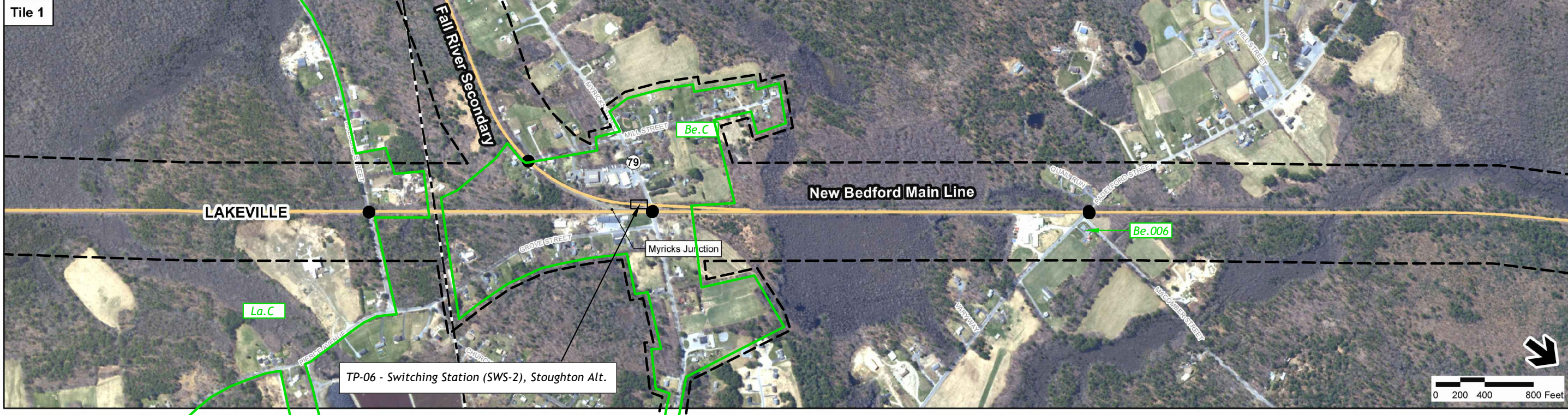
Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

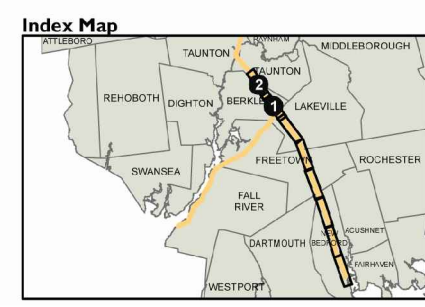
- Area of Potential Effect for Above Ground Properties
- NB.052** Properties Recommended Eligible for National Register Listing
- NB.052** Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052** Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)



Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



- Legend**
- Proposed Rail Alternative
 - Grade Crossings
 - Proposed Station Site
 - Existing Layover Facilities
 - MBTA Commuter Rail Station
 - Town Boundaries
 - Area of Potential Effect for Above Ground Properties
 - NB.052** Properties Recommended Eligible for National Register Listing
 - NB.052** Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
 - NB.052** Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)



Moving Massachusetts Forward.

massDOT

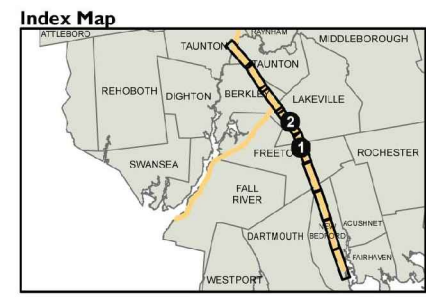
SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

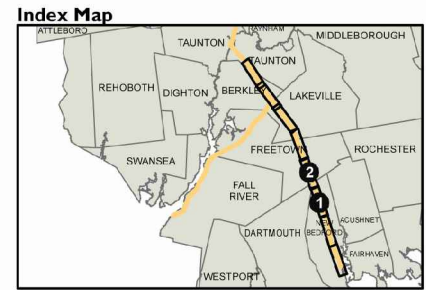
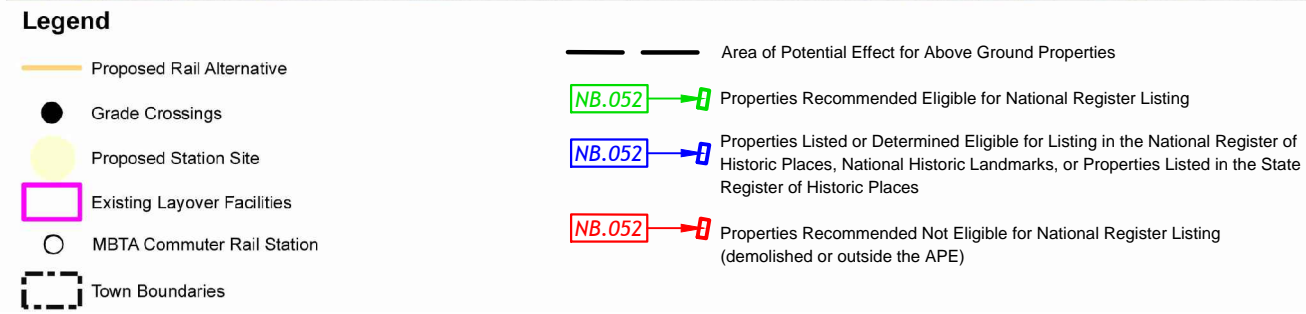
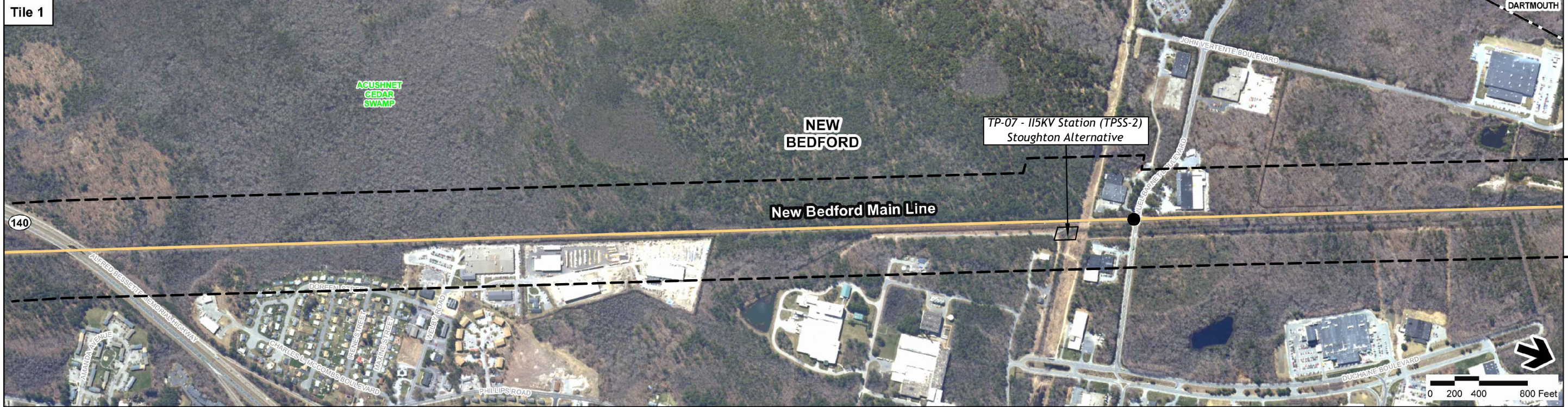


- Legend**
- Proposed Rail Alternative
 - Grade Crossings
 - Proposed Station Site
 - Existing Layover Facilities
 - MBTA Commuter Rail Station
 - Town Boundaries
 - Area of Potential Effect for Above Ground Properties
 - NB.052 → Properties Recommended Eligible for National Register Listing
 - NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
 - NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)



New Bedford Main Line to Weir Junction

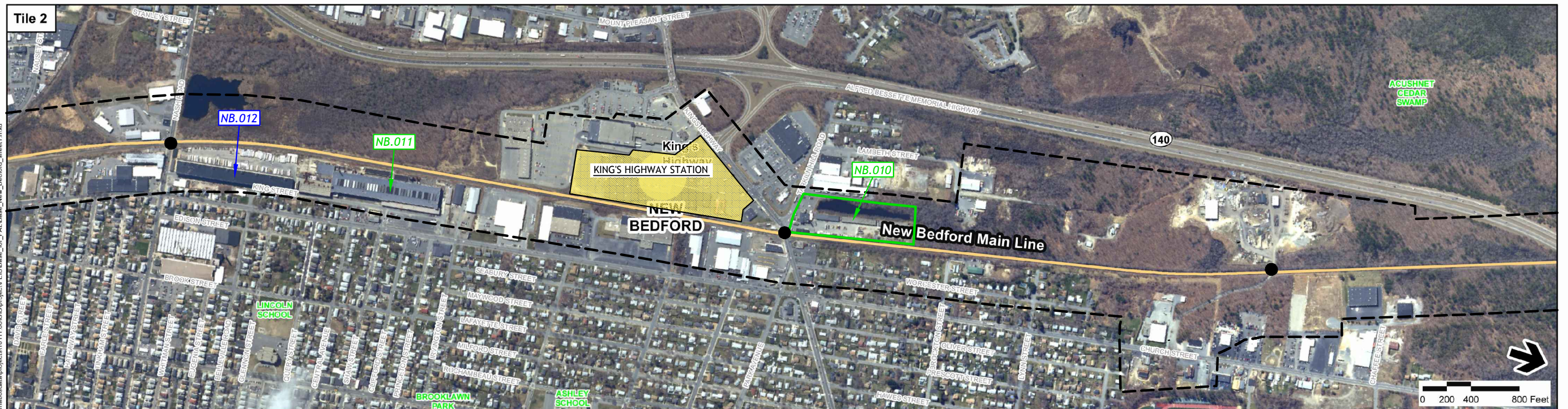
Source: MassGIS
 Prepared by: Vanasse Hangen Brustlin, Inc.
 Modified By: PAL January 2013



massDOT **SOUTH COAST RAIL**

New Bedford Main Line to Weir Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- NB.052 → Properties Recommended Eligible for National Register Listing
- NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)
- Area of Potential Effect for Above Ground Properties

Index Map



Moving Massachusetts Forward.
massDOT

SOUTH COAST RAIL

New Bedford Main Line to Weir Junction

PAL

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

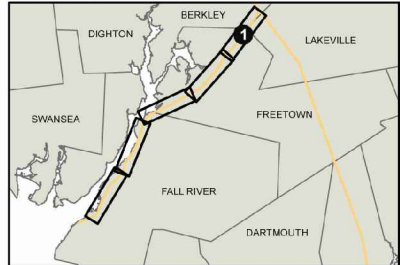


Tile 1

Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- Area of Potential Effect for Above Ground Properties
- NB.052 → Properties Recommended Eligible for National Register Listing
- NB.052 → Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 → Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

Index Map



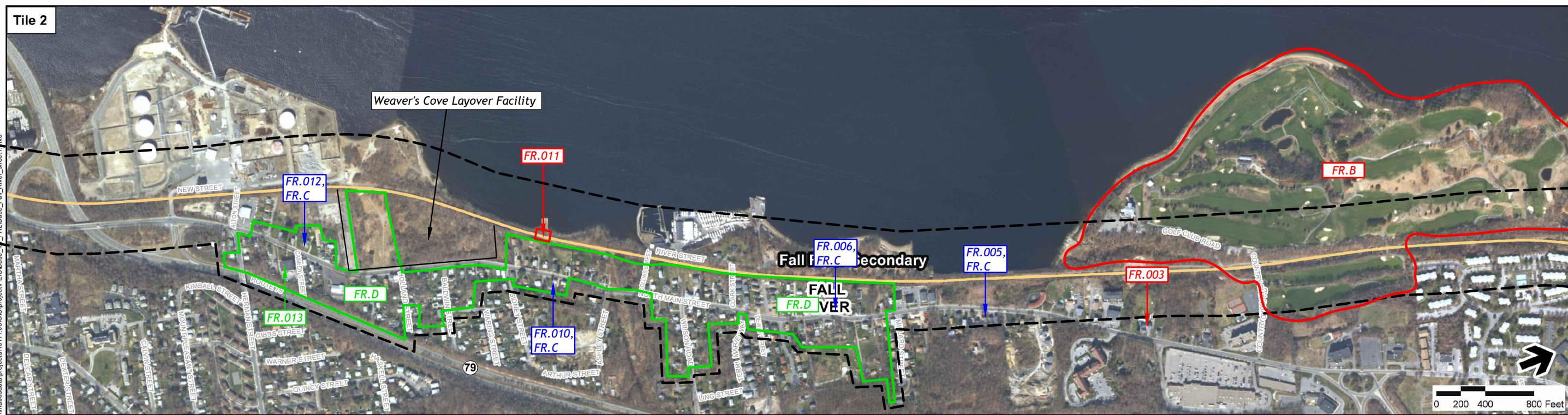
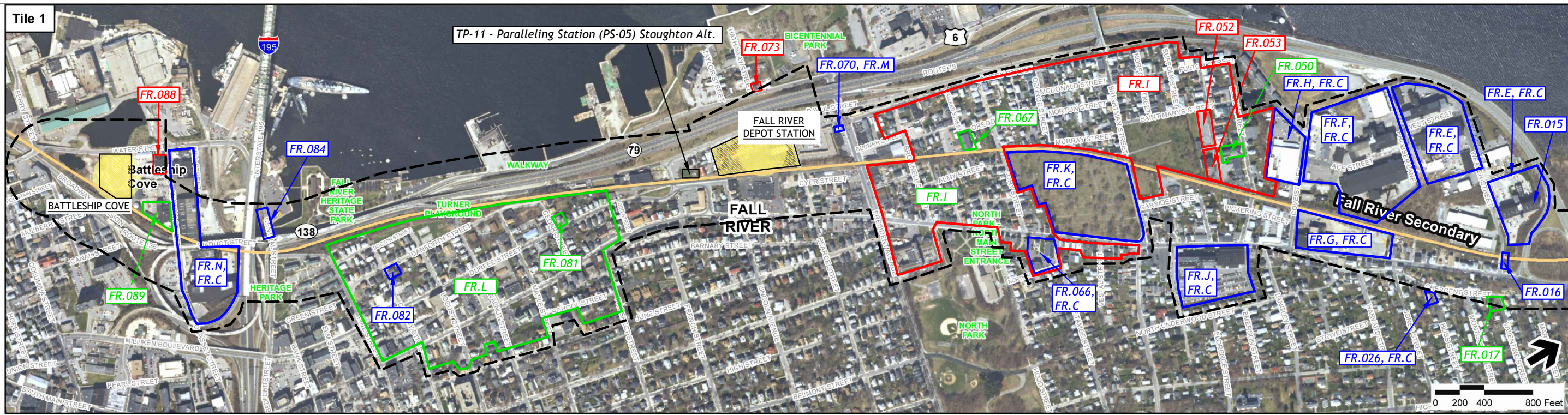
Moving Massachusetts Forward

massDOT

SOUTH COAST RAIL

Fall River Secondary to Myricks Junction

Source: MassGIS
 Prepared by: Vanasse Hangen Brustlin, Inc.
 Modified By: PAL January 2013



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries
- Area of Potential Effect for Above Ground Properties
- Properties Recommended Eligible for National Register Listing
- Properties Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- Properties Recommended Not Eligible for National Register Listing (demolished or outside the APE)

Index Map

massDOT

SOUTH COAST RAIL

Fall River Secondary to Myricks Junction

Source: MassGIS
Prepared by: Vanasse Hangen Brustlin, Inc.
Modified By: PAL January 2013

APPENDIX D

Photographs of National Register Listed and Determined Eligible Properties

*Photo source = www.bing.com December 2012



Photo 1.* Map No. Ca.H Canton Center Area, Canton



Photo 4. Map No. St.023 Stoughton Town Hall, Stoughton



Photo 2. Map No. Ca.006 Canton Public Library, Canton



Photo 5. Map No. St.025 Stoughton Old Colony Railroad Station, Stoughton



Photo 3. Map No. Ca.007 Forge Pond Railroad Bridge, Canton



Photo 6. Map No. St.026 Lucius Clapp Memorial Library, Stoughton



Photo 7. Map No. Ea.B North Easton Historic District, Easton



Photo 10. Map No. Ta.G Whittenton Mill Complex, Taunton



Photo 8. Map No. Ea.D H.H. Richardson Historic District, Easton



Photo 11. Map No. Ta.S, Ta.R Taunton State Hospital Historic District, Taunton (Massachusetts State Hospitals and State Schools MPS)



Photo 9. Map No. Ea.003, Ea.B, Ea.D Old Colony Railroad Station, Easton



Photo 12.* Map No. Ta.018, Ta.C, Ta.B Dean-Hartshorn House, Taunton



Photo 13. Map No. Ta.019, Ta.C, Ta.B Old Colony Railroad Station, Taunton



Photo 16.* Map No. Ta.022, Ta.C, Ta.B Theodore Dean House, Taunton



Photo 14. Map No. Ta.020, Ta.C, Ta.B William Woodward House, Taunton



Photo 17.* Map No. Ta.023, Ta.C, Ta.B C.J.H. Bassett House, Taunton



Photo 15. Map No. Ta.021, Ta.C, Ta.B Charles R. Atwood House, Taunton

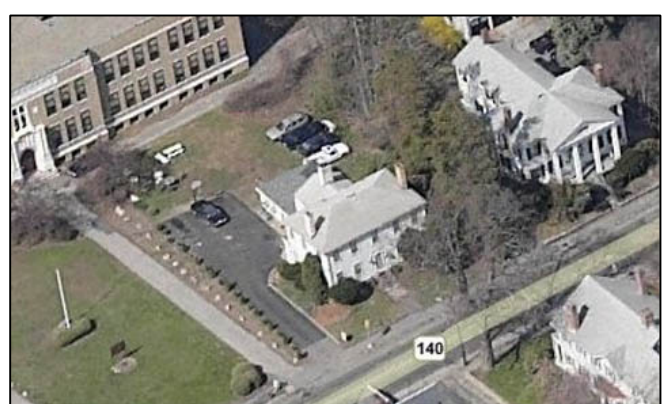


Photo 18.* Map No. Ta.028, Ta.C, Ta.B Abiezar Dean House, Taunton



Photo 19. Map No. Ta.029, Ta.C, Ta.B Neck of Land Cemetery, Taunton



Photo 22. Map No. Ta.208, Ta.C Saint Thomas Episcopal Church, Taunton



Photo 20. Map No. Ta.089 Cohannet Mills #3, Taunton



Photo 23. Map No. Ta.209, Ta.C McKinstrey House, Taunton



Photo 21. Map No. Ta.181, Ta.C, Ta.T N.S. Mason House, Taunton



Photo 24. Map No. Ta.211, Ta.C Henry G. Brownell House (Elk's Lodge No. 150), Taunton



Photo 25. Map No. Ta.245, Ta.C Lord-Baylies-Bennett House (Taunton Masonic Lodge), Taunton



Photo 28. Map No. Ta.259, Ta.C, Ta.V Sarah A. Haskins House, Taunton



Photo 26. Map No. Ta.246, Ta.C Samuel Washburn House, Taunton



Photo 29. Map No. Ta.262 Mount Pleasant Cemetery, Taunton



Photo 27. Map No. Ta.254, Ta.C Samuel Colby House, Taunton



Photo 30. Map No. Ta.266, Ta.C J.C. Bartlett House, Taunton



Photo 31.* Map No. Ta.293, Ta.C Albert Field Tack Works, Taunton



Photo 32. Map No. Ta.294, Ta.C, Ta.D H.B. Lothrop Store, Taunton



Photo 33. Map No. Ta.309, Ta.C William Lawrence House, Taunton



Photo 34.* Map No. Ft.D Assonet Historic District, Freetown



Photo 35. Map No. Ft.009 Richmond Road / Maple Tree Crossing Bridge, Freetown

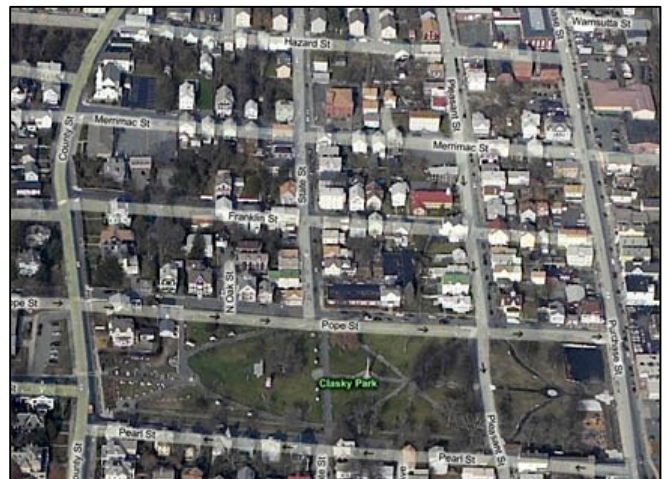


Photo 36.* Map No. NB.C Acushnet Heights Historic District, New Bedford



Photo 37. Map No. NB.D Wamsutta Mills Historic District, New Bedford



Photo 40. Map No. NB.065 Dawson Building, New Bedford



Photo 38. Map No. NB.012 Belleville Warehouse Company Cotton Storage Building, New Bedford



Photo 41. Map No. FR.E, FR.C Border City Mills, Fall River



Photo 39. Map No. NB.063 Union Street Railway Car barn, New Bedford



Photo 42. Map No. FR.F, FR.C Sagamore Mill Nos. 1 and 3



Photo 43. Map No. FR.G, FR.C Sagamore Mill No. 2, Fall River

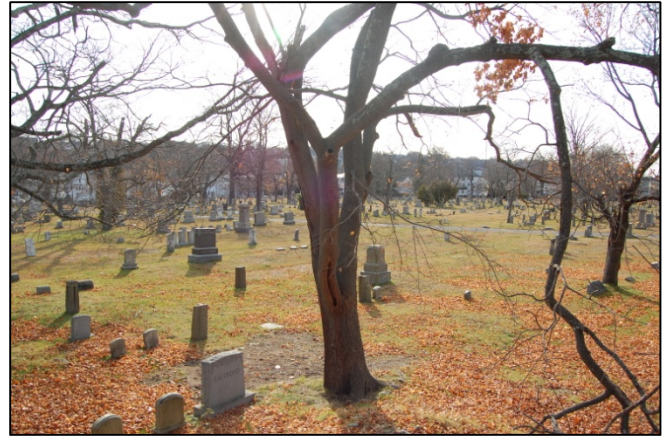


Photo 46. Map No. FR.K, FR.C North Burial Ground, Fall River



Photo 44.* Map No. FR.H, FR.C Foster Spinning Company, Fall River



Photo 47. Map No. Map No. FR.M Diners of Massachusetts, Fall River



Photo 45.* Map No. FR.J, FR.C Narragansett Mills, Fall River



Photo 48. Map No. FR.N, FR.C American Printing Company - Metacomet Mill, Fall River



Photo 49. Map No. FR.005, FR.C William Collins House, Fall River



Photo 52. Map No. FR.012, FR.C Squire William B. Canedy House, Fall River



Photo 50. Map No. FR.006, FR.C North Christian Congregational Church, Fall River



Photo 53. Map No. FR.015, FR.C Border City Mills - Mill #2, Fall River



Photo 51. Map No. FR.010, FR.C Borden-Winslow House, Fall River



Photo 54. Map No. FR.016 Weaver Street Bridge, Fall River



Photo 55. Map No. FR.026, FR.C Hathaway Brightman House, Fall River



Photo 58. Map No. FR.082 Lafayette-Durfee House, Fall River



Photo 56. Map No. FR.066, FR.C St. Joseph's Roman Catholic Church, Fall River



Photo 59. Map No. FR.084 Central Street Bridge over Quequechan River, Fall River



Photo 57. Map No. R.070, FR.M Al Mac's Diner, Fall River

APPENDIX E

Historic Properties Surveyed and Eligible, Forms and Evaluation Sheets

APPENDIX E-1

Areas
(*alphabetical by community*)

Forms in Preparation - To Be Inserted

APPENDIX E-2

Individual Properties
(*alphabetical by community*)

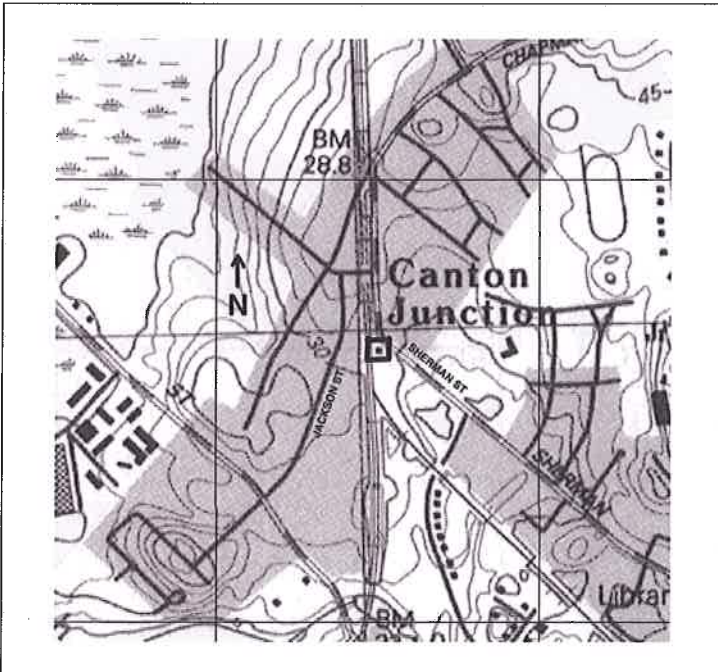
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

Norwood

CAN.104

Town/City: Canton

Place: (*neighborhood or village*): Canton Junction

Address: 666 Sherman Street

Historic Name: Canton Junction Railroad Station

Uses: Present: Transportation

Original: Transportation

Date of Construction: 1892-1893

Source: Gilbert 1893

Style/Form: Richardsonian Romanesque

Architect/Builder: Bradford Lee Gilbert

Exterior Material:

Foundation: Granite Block

Wall/Trim: Granite Block/Red Sandstone Trim

Roof: Slate Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): None

Condition: Good

Moved: no ☐ yes ☒ **Date:** Circa 2000

Acreage: Approx. 6 acres

Setting: The property is located at the southwest corner of Beaumont Street and Sherman Street within a primarily urban, commercial area. It stands immediately east of the Stoughton Line right-of-way at the point where it diverges from the Amtrak Northeast Corridor.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM B CONTINUATION SHEET

CANTON

666 SHERMAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.104

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The Canton Junction Railroad Station is a generally rectangular yet asymmetrical, one-story, six-bay by two-bay, stone Richardsonian Romanesque-style building constructed between 1892 and 1893. The building has a slate-clad hipped roof and rough-faced coursed granite ashlar walls with red sandstone trim around the windows and along the water table. The railroad station faces a large parking lot to the east and sits on a raised topography on a triangular-shaped, slightly sloping lot that is predominantly paved with a small area of grass, shrubbery, mulch immediately surrounding the building. The rail line, which runs north to south, passes beneath the building's canopy, which is attached to the western elevation. The hipped-roof canopy is of post and beam construction with diagonal and heavy knee bracing is attached to the western elevation of the building and extends to the north and south. Two rough-faced coursed granite ashlar chimneys pierce the roof at the northern and southern ends of the building. A large, hipped, three-bay dormer extends from the ridgeline on the facade with wood casement windows. Heavy wood knee bracing with granite pendants supports the wide overhanging roofline. The fenestration varies, with original window and door openings, including a prominent three-bay window on the facade. While select historic casement windows and lights with tracery are retained, the majority are non-historic single-pane windows. The building was restored in-kind in the late 21st century. Circa 2000, the building's location was modified to accommodate the Amtrak high-speed rail system. Originally located on the site of the present-day easternmost tracks, the building was moved slightly southeast and rotated 3 degrees clockwise.

HISTORICAL NARRATIVE

The Old Colony Railroad Corporation commissioned architect Bradford Lee Gilbert to design the Canton Junction Railroad Station. Built between 1892 and 1893, the building was constructed with pink granite quarried in Milford, Massachusetts, with brown stone trim and a yellow pine finish. The interior was finished with oak and white spruce. Total cost of the project, excluding heating, plumbing, and exterior concrete platforms, was just under \$89,000 (Gilbert 1893:12).

Bradford Lee Gilbert (1853-1911), a nationally-practiced architect based out of New York City, is best known for constructing perhaps the first skyscraper in New York, the Tower Building (1889). Starting out at the New York, Lake Erie, & Western Railroad company, Gilbert became "one of the country's most prolific railroad architects" (Munn & Company 1905:222; Withey 1970; Gray 2007). Shortly after construction of the Canton Junction Railroad Station, Gilbert's renderings of railroad stations were on display at the World's 1893 Colombian Exposition in a pavilion attached to Louis Sullivan's Transportation Building. A few historians suggest that these renderings may have inspired architect Frank Lloyd Wright in such buildings as the Winslow House (1893) located in River Forest, Illinois: "These small station renderings were proto-Prairie in their emphasis upon long low dominating hip roofs and their pronounced articulation" (Brooks 1972:234). Gilbert had designed two other railroad depots in Massachusetts, including the North Abington Depot in 1893 (MHC No. ABI.68) and the Beverly Depot in 1896 (MHC No. BEV.119).

The original railroad line was developed by Boston & Providence Railroad (B&P). Chartered in 1831, the B&P was New England's first viable common carrier railroad. The line was surveyed by prominent early American engineer Captain William Gibbs McNeill. Eleven different routes were laid-out between Boston and Providence, including one route that would run past Canton's Stone Factory. One of the two shortest in the Old Colony system, this route would cost \$40,000 more than its one-mile longer counterpart, which would run through Sharon. Though costly, this route was selected for construction, allegedly under the influence of Canton's Revere Copper Company (MHC No. CAN.B) owner Joseph Warren, who was Paul Revere's son. Construction began in Boston in 1832 and the first trains were operated to Dedham in June 1834. The line was extended to

INVENTORY FORM B CONTINUATION SHEET

CANTON

666 SHERMAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.104

Canton the following September, and to Providence in 1835 after the completion of the massive granite Canton Viaduct (Karr 1995:146–152).

By 1856, Canton station was the busiest office outside of Boston and Providence. In 1888, the B&P was taken over by the Old Colony Railroad. The B&P line became part of the New Haven's "Shoreline" passenger main line through Rhode Island and along the Connecticut Coast to New York City. The Penn Central took over the New Haven in 1969. In 1971, Amtrak took over intercity operations on the Shoreline, which became part of the Boston to Washington, DC, Northeast Corridor. In 1973, the MBTA purchased the Massachusetts portion of the Northeast Corridor. Today the MBTA operates commuter rail service between Boston and Providence on this section (Viens 1993; Karr 1995:146–152).

BIBLIOGRAPHY and/or REFERENCES

Brooks, H. Allen

1972 *Abstracts of Papers: Presented at the Twenty-Fifth Annual Meeting of the Society of Architectural Historians*. Society of Architectural Historians, San Francisco, CA.

Gilbert, Bradford Lee

1893 *Sketch Portfolio of Railroad Stations: From Original Designs*. Bradford Lee Gilbert, New York, NY.

Gray, Christopher

2007 "The Architect Who Turned a Railroad Bridge on his Head," *New York Times*. Available online at:
http://www.nytimes.com/2007/07/01/realestate/01scap.html?_r=0

Munn & Company

1905 "Monthly Comment." *American Homes and Gardens: Vol. 1, No. 4*. Munn & Co., New York, NY

Viens, Kathryn P.

1993 *MHC Area Form: Canton Junction Railroad Station*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Withey, Henry F. & Elsie Rathburn Withey

1970 *Biographical Dictionary of American Architects (Deceased)*. Hennessey & Ingalls, Inc., Los Angeles, CA.

INVENTORY FORM B CONTINUATION SHEET

CANTON

666 SHERMAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.104

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The Canton Junction Railroad Station is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C for its associations with transportation and community development and as an excellent and intact example of a late-nineteenth-century Romanesque-style railroad station design by a prominent, United States railroad station architect, Bradford Lee Gilbert. Restored and then moved across the Stoughton Line tracks circa 2000, the property also meets National Register Criteria Consideration B as it retains its relationship between the property and the rail right-of-way, its historical associations, and its historic features that convey its architectural values as a railroad station.

INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935

Prepared by PAL, December 2012

This continuation sheet was prepared by PAL, December 2012, as a supplement to the existing inventory form.

ARCHITECTURAL DESCRIPTION

The Revere Copper Company Railroad Embankment (CAN.935) has had no changes to its condition or integrity since the previous survey. The earth and stone structure is located in a wooded area south of Canton Junction, west of Revere Street, between the rights-of-way of the Massachusetts Bay Transportation Authority (MBTA) Stoughton Line and the combined MBTA Amtrak's Northeast Corridor. It is an approximately 1,000 foot long, linear earth railroad roadbed constructed in cuts and fills. A split granite box culvert bisects the roadbed. The railroad track and sleepers have been removed.

HISTORICAL NARRATIVE

The Revere Copper Company Railroad was a captive right-of-way for its namesake company and carried horse-drawn freight until about 1890. As constructed, it was connected to Amtrak's Northeast Corridor (originally the Boston & Providence Railroad). In 1890, the route was shifted east onto a new alignment that connected with the Stoughton Line right-of-way, leaving the 1835 structure abandoned. The Revere Copper Company Railroad is one of the earliest such structures to be completed in New England and may have only been the second captive railroad in the Commonwealth of Massachusetts. With its density of population and industrial activity, the state was an early adopter of the new transportation mode. The first example was the horse-drawn Quincy Granite Railway, completed 1826 in Quincy to support construction of the Bunker Hill Monument. Steam-powered railroads followed soon after, including the Boston & Lowell Railroad, and the Boston & Providence Railroad, and the Boston & Worcester Railroad, all completed in 1835. These corporations spurred a railroad construction boom that had spread across most of southern New England after the Civil War. Industry-owned, captive railroads such as the Revere Copper Company's were less common than intercity carriers that served the general public. Excepting the Quincy Granite Railway, which was a precedent-setting endeavor that proved the viability of rail transport to a broad audience; such captive rail lines played a minor role in the promulgation of railroad transportation in the state and would not generally be significant under Criterion A in the area of transportation. The Revere Copper Company Railroad is unusual because of its exceptionally early age relative to the general period of railroad construction in the state. It demonstrates structural and design features that represent one of the earliest attempts at railroad engineering in the state. Because it was a captive line not subject to frequent modifications, the survival of these qualities is enhanced. The removal of the track and ties has impacted the structure's integrity, but this is offset by the scarcity of unaltered railroad rights-of-way from this period of construction (Karr 1995:14-16, 146-152; 229-235; Krim 2006; Matherly 1973).

INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935

BIBLIOGRAPHY and/or REFERENCES

Karr, Ronald Dale

1995 *The Rail Lines of Southern New England: A Handbook of Railroad History*. Branch Line Press, Pepperell, MA.

Krim, Arthur

2006 Revere Company Railroad. MHC Form F -Structure. On file, Massachusetts Historical Commission, Boston, MA.

Matherly, Polly A.

1973 Quincy Granite Railway. National Register of Historic Places Inventory – Nomination Form. On file, Massachusetts Historical Commission, Boston, MA.

LOCUS MAP



INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935



TimesNewRoman 11 caption



Times 11 caption

INVENTORY FORM CONTINUATION SHEET

CANTON

REVERE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.935

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012
The criteria that are checked in the above sections must be justified here.

The Revere Copper Company Railroad Embankment is recommended eligible for listing in the National Register under Criteria C at the local level in the area of engineering. The structure is significant as a rare surviving example of relatively unaltered railroad construction from the first generation of New England rail lines and demonstrates early approaches to the design of these transportation systems.

FORM F - STRUCTURE

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's number

26-94

USGS Quad

Norwood

Area(s)

Form Number

935

Town Canton

Place (neighborhood or village) Canton Junction

Address or Location Revere St.

Structure Revere Company Railroad

Ownership ☐ Public ☒ Private

Use of Structure (check one):

- | |
|---------------------------------------|
| <input type="checkbox"/> powderhouse |
| <input type="checkbox"/> carousel |
| <input type="checkbox"/> boat or ship |
| <input type="checkbox"/> street |
| <input type="checkbox"/> tower |
| <input type="checkbox"/> wall |
| <input type="checkbox"/> windmill |
| <input type="checkbox"/> tunnel |

Other (specify) railroad embankment

Date of Construction 1835

Source deeds and maps

Architect, Engineer or Designer unknown

Material(s) earth and cut granite

Alterations (with dates) abandoned 1890

Condition fair

Moved ☒ no ☐ yes Date

Acreage 33.7 acres

Setting abandoned railroad in

overgrown woodland

Recorded by Arthur Krim

Organization Canton Hist. Commission

Date (month/year) July 2006

RECEIVED

JUL 19 2006

MASS. HIST. COMM

STRUCTURE FORM

DESIGN ASSESSMENT ☒ *see continuation sheet*

Describe important design features and evaluate in terms of other structures within the community.

HISTORICAL NARRATIVE ☒ *see continuation sheet*

Explain the history of the structure, and how it relates to the development of the community.

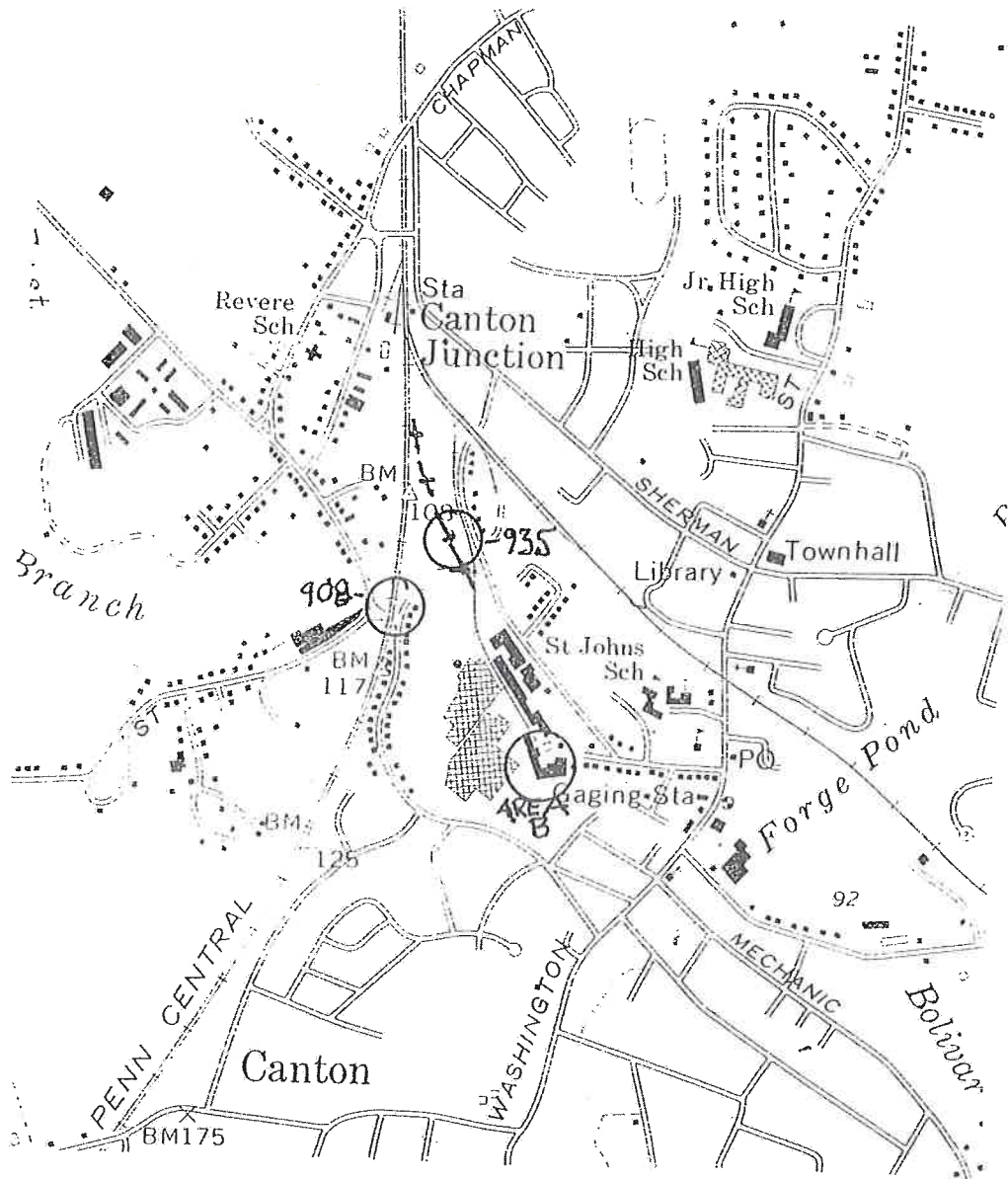
BIBLIOGRAPHY and/or REFERENCES ☒ *see continuation sheet*

☒ Recommended for listing in the National Register of Historic Places. *If checked, you must attach a completed National Register Criteria Statement form.*

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
10 MORRISSEY BOULEVARD
DOSTON, MASSACHUSETTS 02125

Canton	Revere St.
Area(s)	Form No.
	935

LOCATION MAP



USGS. Norwood. 1970.
(Enlarged)

INVENTORY FORM CONTINUATION SHEET

Town
Canton Revere St.

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Property Address	
Area(s)	Form No.
	935

DESIGN ASSESSMENT

The former roadbed of the Revere Copper Company railroad on the west side of Revere Street was constructed in 1835 by the Revere Copper Company (RCC) to connect the Revere Copper Company (CAN.AREA B) with the Boston & Providence (AMTRACK) Railroad at Canton Junction. The former roadbed follows an alignment of approximately 1000 feet north/south as an earthen embankment on the west side of Revere Street, parallel to the present railroad track. The embankment is raised about four feet above grade and is canted on both sides with a level roadway about five feet wide for a single track railroad, now removed. A simple granite stone culvert remains intact, opposite 295 Revere Street, as the single surviving feature of the roadbed from the original 1835 construction. The RCC railroad was operated as a horse drawn freight spur from 1835-1890, when the northern section of the route was replaced by the present railroad track. After 1890 the raised embankment to Canton Junction was abandoned, with the track relocated by a new alignment along Revere Street (Canton Journal 1890). The southern section of the original 1835 roadbed at grade level remained in service to the RCC factory site (now Plymouth Rubber Company) along the level right of way, still intact with railroad track. The northern section of the original 1835 embankment at Canton Junction was eliminated in 2000 with rebuilding of the parking area at Canton Junction for high speed service over the Canton Viaduct (CAN.908). The RCC railroad remained active until 2002 when freight service was discontinued. The former railroad roadbed of the Revere Copper Company is of great interest as a rare surviving structure from the first generation of Boston area railroads opened in 1835, intact with a granite culvert along Revere Street.

Canton Revere St.

Area(s)

Form No.

935

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

HISTORICAL NARRATIVE

The former roadbed of the Revere Copper Company (RCC) railroad on the west side of Revere Street is dated 1835 by deed research, local histories and maps. The original route of the RCC railroad extended south from the Boston & Providence (AMTRACK) Railroad at the Canton Viaduct (CAN.908) and Canton Junction approximately 2000 feet south to the RCC at 104 Revere Street (CAN.AREA B), now Plymouth Rubber Company. Of this length, approximately 1000 feet was built on a raised embankment as the subject of this survey, the remaining 1000 feet at grade level to the RCC site along Revere Street. The RCC railroad is dated to August 1835 by a deed (Norfolk 107-211) from Catherine Hartwell to RCC for the right of way for a "Branch Rail Road" of the Revere Copper Company to the Boston & Providence Railroad (B&P). The B&P had opened service from Boston to the unfinished Canton Viaduct (CAN.908) in September 1834, and through service over the completed Viaduct on 28 July 1835 (Harlow 1946:110-12). Thus, the Hartwell deed of August 1835 confirms the RCC railroad was built by August 1835, after the opening of the B&P in July 1835. It was likely constructed during the spring of 1835 with the work force from the Canton Viaduct, although no specific reference to the RCC railroad spur is cited by Harlow (1946) or Galvin (1987). The RCC railroad is first shown on the 1855 Map and depicted with a horsecar on the 1878 View. In 1890 the alignment of the RCC railroad was relocated east for a junction with the Stoughton Branch Railroad at Canton Depot (CAN.108), as steam engines replaced the original horsecars (Canton Journal 1890). The 1890 realignment thus abandoned the original 1835 embankment, except for the grade level portion along Revere Street to the RCC site, now Plymouth Rubber Company (PRC). The sale of the RCC to PRC in 1909 maintained the RCC railroad as an active freight spur. The original Revere Coach of ca.1835 survived after 1909 (Galvin 1987:30) and was shown in a photo by Burke (1947:19). It was reportedly donated to the Town of Canton (DiGiovani 2006), although no record of its location is known. The RCC railroad remained active until 2002 when freight service was transferred to motor trucks by PRC (DiGiovani 2006). The Revere Copper Company railroad is of great historic value as an original surviving railroad embankment from the first period of Boston area railroad construction in 1835, among the oldest intact railroad trackways from the early New England railroad era.

INVENTORY FORM CONTINUATION SHEET

Town

Property Address

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
20 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Canton Revere St.	
Area(s)	Form No.
	935

BIBLIOGRAPHY

Atlas of Norfolk County. New York: Comstock & Cline, 1876.
Atlas of Norfolk County. New York: E. Robinson. 1888.
Burke, Gerald F. Canton, 1797-1947. Canton: by the town, 1947.
Canton Journal. "Old Colony Notes," 21 November 1890.
Lynch, Edward, ed. Canton Comes of Age, 1797-1997. Canton: by the town, 1997.
DiGiovini, D. (Plymouth Rubber Co.) Telephone with A. Krim, 5 June 2006.
Map of Canton. Boston: H.F. Walling, 1855.
Galvin, Edward. History of Canton Junction. Brunswick, ME: Sculpin Press, 1987.
Harlow, Alvin F. Steelways of New England. New York: Creative Age Press, 1946.
Norfolk County Deeds. 107-211 (1835).
View of Canton, Mass. Boston: Bailey & Hazen, 1878.

Canton Revere St.

Area(s)

Form No.

935

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125



Revere Railroad
Looking North
1835 RR Bed-Lft.
1890 RR Track-Rt.



Revere Railroad
Looking West
1835 Embankment
Culvert-Center
Canton Viaduct)
(Mid-Horizon)



Revere Railroad
Looking North
1835 Embankment

RECEIVED

JUL 19 2006

MASS. HIST. COMM

Property Address

Revere St.

Form No.

935

BOSTON, MASSACHUSETTS 02125

107

and also to the same Thomas L. Brown & H.
the lot or lots above
and also to the same Thomas L. Brown & H.
the lot or lots above
and also to the same Thomas L. Brown & H.
the lot or lots above

Boston & Providence
RR

that amount of land in this plan
is 204 1/4 square feet for a fraction that
is 204 1/4 square feet

Revere Copper Company
Rail Road

935

a plan of the Revere Copper Company
Branch Rail Road the distance between
and as also for 80 thousand square
feet the same amount and more as a fraction
of 100 feet to an inch

By Thomas L. Brown & H.

Hartwell to ^{II}Revere Copper Co. 1835

Norfolk County Deed 107-211 (1835)

Canton Revere St.

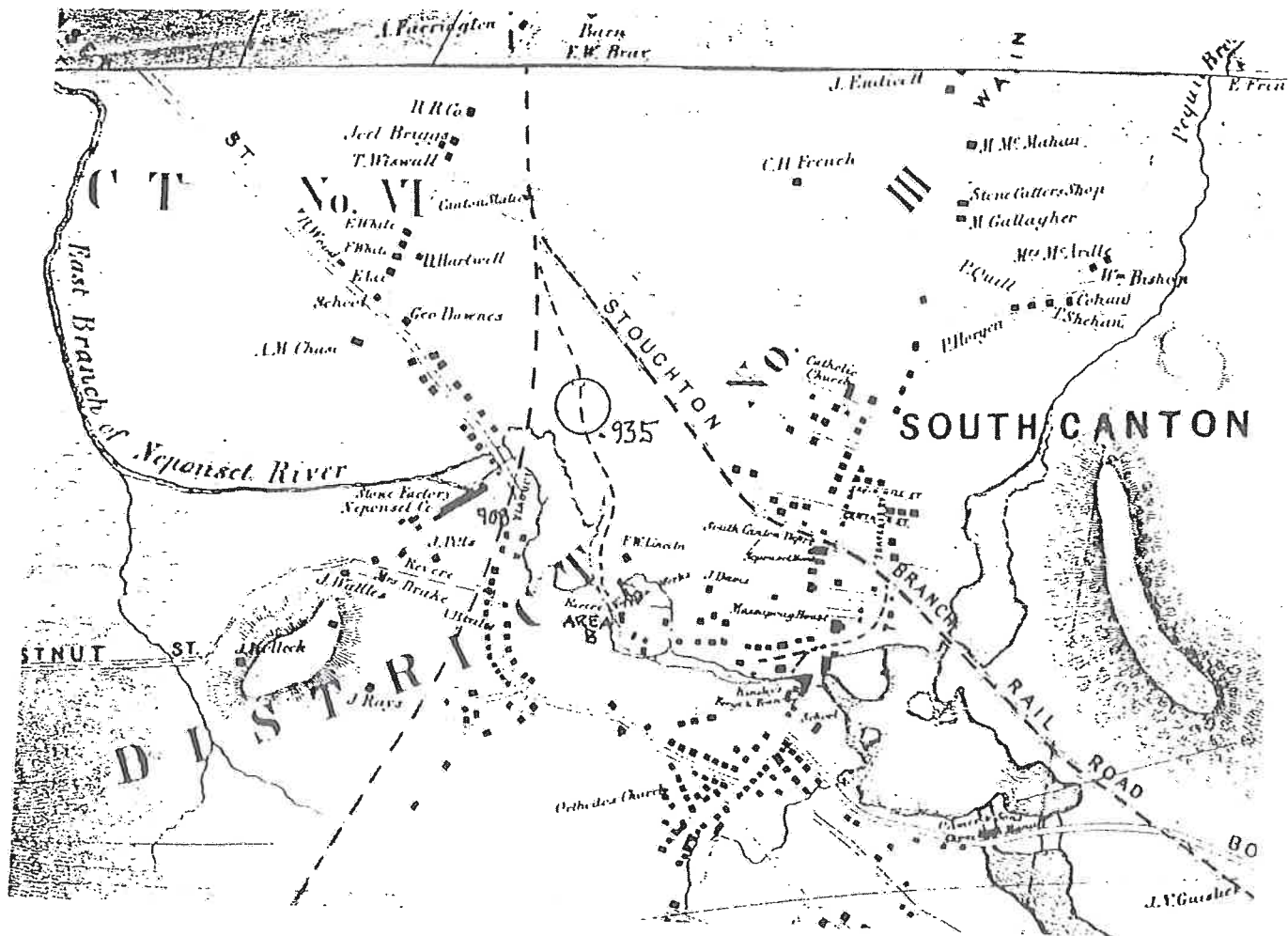
Area(s)

Form No. _____

935

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

ARCHIVE MAP A



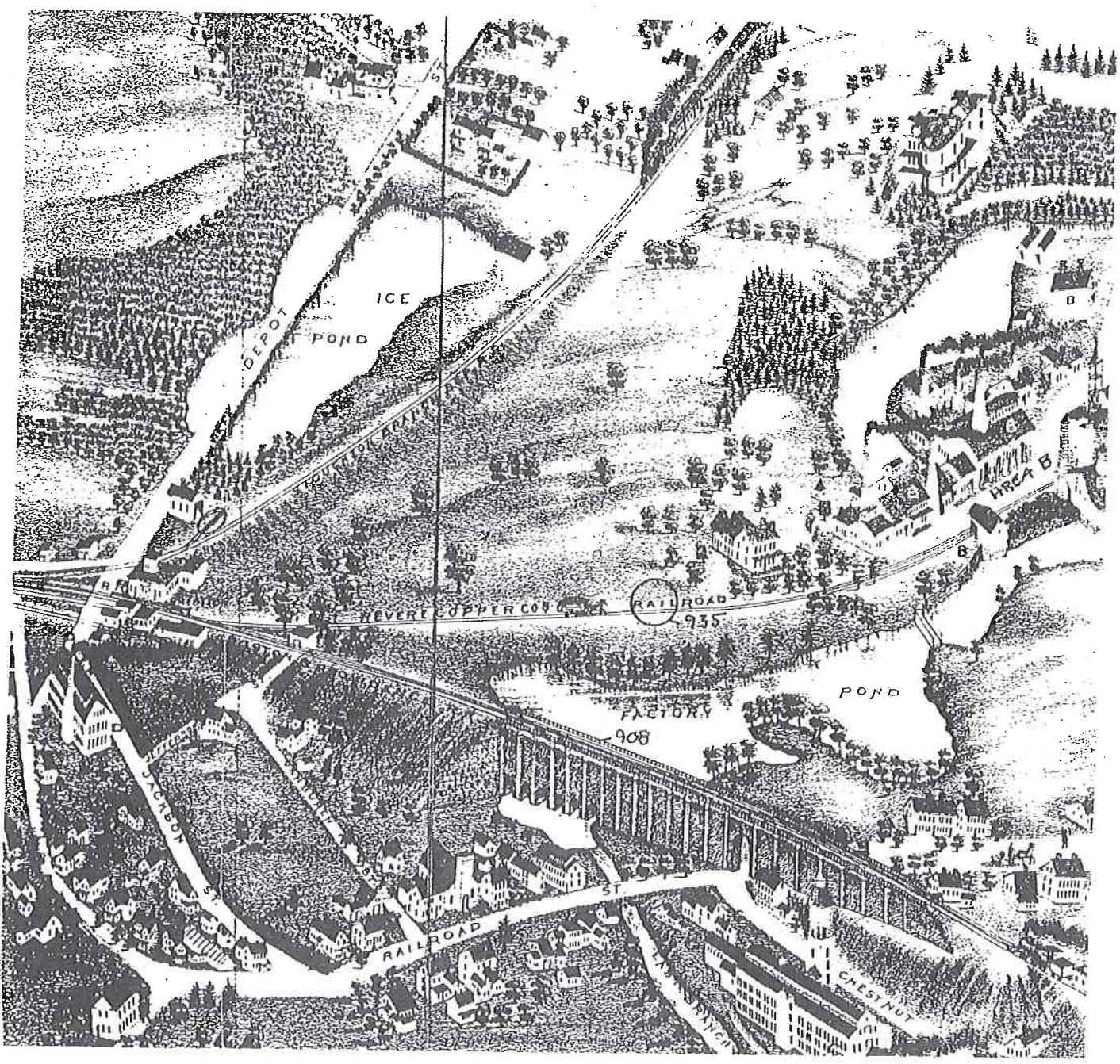
Map of Canton
H.F. Walling
1855

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
120 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Canton Revere St.

Area(s)	Form No.
	935

ARCHIVE MAP B



Revere RR Horsecar
View of Canton
Bailey & Hazen
1878

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Community Property Address
Canton Revere St.

Area(s)	FormNo.
	935

National Register of Historic Places Criteria Statement Form

LD

Check all that apply:

- ☒ Individually eligible ☐ Eligible only in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☐ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Arthur Krim
The criteria that are checked in the above sections must be justified here.

The former roadbed of the Revere Copper Company (RCC) railroad was constructed in 1835 as a freight spur from Canton Depot (now Canton Junction MBTA) to the RCC works in Canton Center. The roadbed follows a north/south alignment approximately 2000 feet from the main line of the Boston & Providence (AMTRACK) Railroad at the Canton Viaduct (CAN.908). The north section of 1000 feet is constructed as a raised embankment for a single track railroad with a surviving stone culvert. The south section is located at grade level with railroad track intact. Documentation of the roadbed is confirmed by an 1835 deed from Catherine Hartwell to the RCC for the right of way. The RCC railroad was operated as a horse drawn railroad with a private coach for the Revere family. In 1890 a new alignment was located east of the embankment, leaving the grade level section intact. The RCC spur was sold in 1909 to the Plymouth Rubber Company and remained in active service until 2002. The former roadbed of the Revere Copper Company railroad is recommended for National Register Consideration under Criterion C as a rare surviving railroad right of way from the first generation of New England railroad construction in 1835.

INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form.

ARCHITECTURAL DESCRIPTION (Continued)

The Canton Water Works (CAN.366) has had no changes to its condition or integrity since the previous survey. The building is a Romanesque Revival style brick structure with a cross-hipped slate roof, brick walls, and a granite foundation. It exhibits the characteristic elements of the Romanesque Revival style its form, Roman arch doors and windows, and ornamentation that relies on mixtures of polychrome cast terra cotta, brick, and granite masonry for decorative effect.

HISTORICAL NARRATIVE (Continued)

Completed in 1888 as a steam-powered pumping station, the facility supplied water for consumption and fire suppression throughout central Canton and thus supported the city's urbanization and industrialization in the late nineteenth and early twentieth centuries. Although converted to electric pumps in the twentieth century, the structure retains features associated with its role as a water supply facility, including the newer electric pumps and associated piping, operational water meters, and an external brick water tank. It retains its original fenestration and entries behind plywood panels. A prefabricated, Butler-type, steel garage that serves as the Town of Canton Water Division Storage Facility has been recently added to the parcel about 30 feet southeast of the Water Works. The property is in fair condition (Canton Historical Society n.d.; Commonwealth of Massachusetts 1890; State Board of Health 1890:93).

BIBLIOGRAPHY and/or REFERENCES (Continued)

Krim, Arthur

2010 Canton Water Works. MHC Form B – Building. On file, Massachusetts Historical Commission, Boston, MA.

Canton Historical Society

n.d. *The Canton Bicentennial History Book*. Electronic document, <http://www.geocities.com/Heartland/Hills/1496/book/bibook5.htm>, accessed December 20, 2012. Canton Historical Society.

Commonwealth of Massachusetts

1885 Chapter 95: An Act to Supply the Town of Canton With Water. From *Private and Special Statutes of the Commonwealth of Massachusetts for the Years 1882, '83, '84, '85, '86, '87, '88*. Volume XV. Wright & Potter Printing Co., Boston, MA.

State Board of Health

1890 *Examinations by the State Board of Health of the Water Supplies and Inland Waters of Massachusetts, 1887-1890*. Wright & Potter Printing Co., Boston, MA.

INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

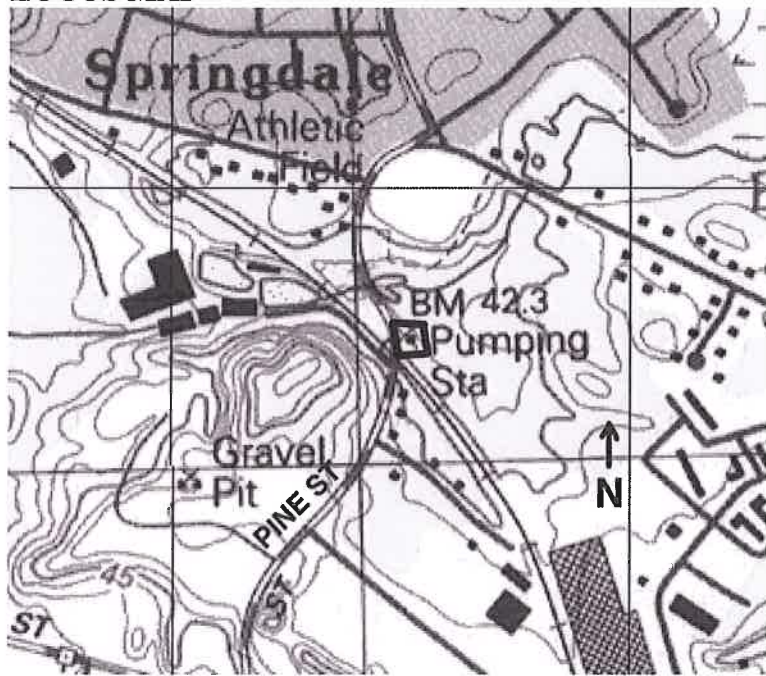
MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366

LOCUS MAP



INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366



Canton Water Works looking southeast from Pine Street.



Canton Water Works looking east from Pine Street.

INVENTORY FORM CONTINUATION SHEET

CANTON

40 Pine Street

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

CAN.366

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012

The criteria that are checked in the above sections must be justified here.

The Canton Water Works is recommended eligible for listing in the National Register at the local level under Criteria A and C in the areas of Community Planning and Development, Architecture, and Engineering. Under Criterion A, the building is associated with the establishment of Canton's municipal water supply, which contributed significantly to the community development of Canton during the late nineteenth century. Under Criterion C, the building is significant for its engineering as an intact surviving example of a late-nineteenth-century municipal water pumping station and is significant architecturally as an excellent example of the Romanesque Revival style in the town of Canton.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number

USGS Quad

Area(s)

Form Number

58-92

Norwood

344

Town/City: Canton

Place: (*neighborhood or village*): Springdale

Address: 40 Pine Street

Historic Name: Canton Water Works

Uses: Present: Springdale Pumping Station offices

Original: steam pumping station

Date of Construction: 1888

Source: water reports, date stone

Style/Form: Richardson Romanesque/ pumping station

Architect/Builder: Whittker & Wright

Exterior Material:

Foundation: granite

Wall/Trim: brick/ copper-wood

Roof: slate

Outbuildings/Secondary Structures: water reservoir

Major Alterations (*with dates*):

Steam pumps removed ca. 1965

Condition: fair

Moved: no ☒ yes ☐ **Date:**

Acreage: 15 acres

Setting: suburban district- adjacent to commuter railroad

Recorded by: Arthur Krim

Organization: Canton Historical Commission

Date (*month / year*): June 2010

RECEIVED

JUN 25 2010

MASS. HIST. COMM

INVENTORY FORM B CONTINUATION SHEET

CANTON

40 PINE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	344
--	-----

3vv

☐ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.*

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The Canton Water Works at 40 Pine Street in Springdale was built in 1888 as the primary pumping station for the Canton Water Board by Whittker & Wright, engineers of Boston. The building is set directly on the ground with a granite stone sill and follows a central entrance plan of three bays, one story of brick, with a high hip slate roof and copper cornice, and dormer windows. The design is Richardson Romanesque Style, as seen in the arched entry door embossed "CANTON WATER WORKS," and the crested parapet with the date "1888," capped by carved finials. Other features include a splayed corbelled cornice and segmental arched windows. Originally a large chimney stack stood near the west façade, now replaced by a smaller stack. The original steam pumps and water works have been removed (ca. 1965) and the interior space is now used as offices. A large brick water tank (now in deteriorated condition) is built to the rear, with shallow base and domed roof that has replaced the original wood frame. A cast iron door is embossed "Canton Water Works 1888," More recently (ca. 1995) a storage garage for the Department of Public Works was built on the adjacent site at 44 Pine Street and now serves as the main office of the Water Department. The Canton Water Works is a notable late 19th century municipal building in Canton, with original exterior period features and renovated interior office space.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

The Canton Water Works at 40 Pine Street in Springdale is dated 1888 by the embossed date on the building and Canton Water Board reports. The planning for a town-wide water system was first proposed in 1882 through the Canton Board of Health with the creation of the Canton Water Act in 1885 for funding the project. The key individuals involved were Frederick Endicott, Frank Ames and Charles Galligan with the formation of the Canton Water Commission in August 1887. The original site for the main pumping station was first proposed on the Stoughton Turnpike (Route 138) in October 1887, but reconsidered for a site in Springdale along the Stoughton Ranch Railroad and Beaver Meadow Brook in late October 1887. In December 1887, the steam pumping equipment was ordered and arrived on site through Whittker & Wright of Boston, the designing engineers. Evidently, the Springdale Pumping Station was designed by a staff member at Whittker & Wright, without direct mention in the Water Board reports. The building was completed during 1888, with the date embossed above the entrance as "CANTON WATER WORKS 1888," although the site is not shown on the 1888 Atlas. The first water pipes were laid in May 1888 and evidently the first system was in operation by the end of the year, although no specific date is cited in the town reports. The Springdale Pumping Station continued to function as the primary water facility in Canton through the mid-20th century, with the original steam equipment replaced by electricity ca. 1965 and the building converted to offices ca. 1995 (Renquist 2010). The original water tank remains in place behind the main building with feeder pipes from the adjacent artesian springs to the south of the site. The Canton Water Works is notable as an important late 19th century municipal building in Canton, originally the Springdale Pumping Station, now converted offices for the Canton Water Department.

BIBLIOGRAPHY and/or REFERENCES

Atlas of Norfolk County. Boston: E. Robinson, 1888.
Canton Water Board. Canton: by the town, 1885-1891.
Renquist, R. Site visit with A. Krim, 27 May 2010.
Roche, J. Telephone conversation with A. Krim, 26 May 2010.

INVENTORY FORM B CONTINUATION SHEET

CANTON

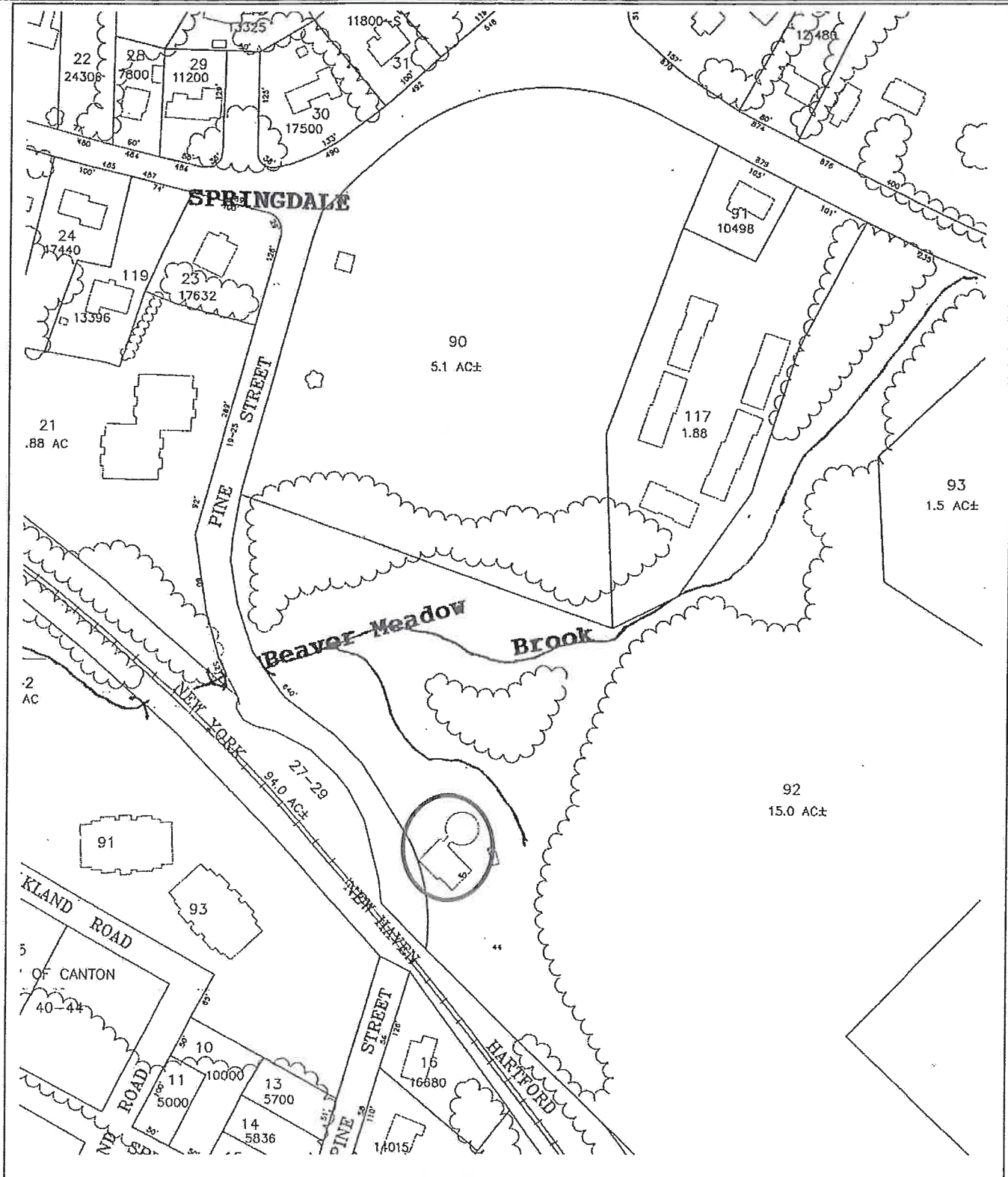
40 PINE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	344
--	-----

300



Canton Assessors' Map Sheet 58, provided by the City of Canton. Image cropped and resized (proportions constrained), with red circle added to indicate building.

40 PINE STREET

Area(s) Form No.

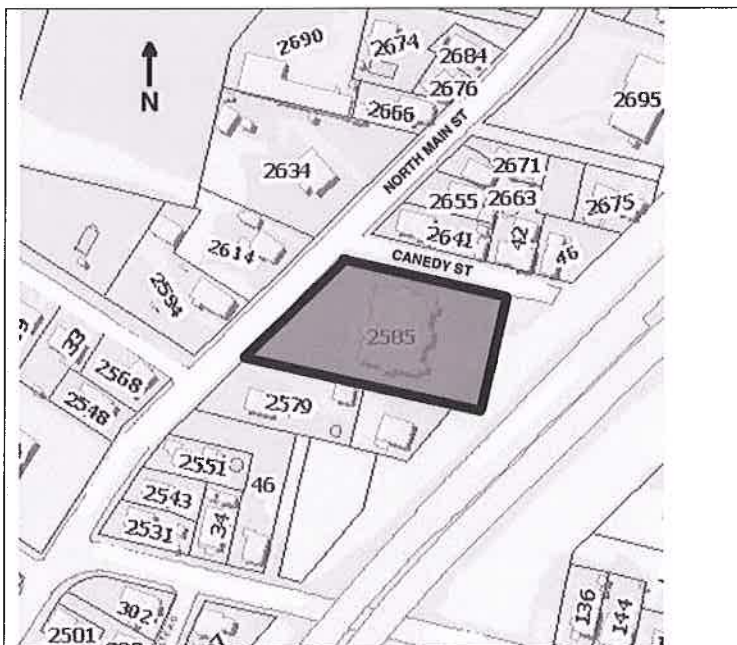
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

Fall River

Town/City: Fall River

Place: (neighborhood or village):

Address: 2585 North Main Street

Historic Name: William J. Wiley Middle School

Uses: Present: Vacant

Original: Institutional

Date of Construction: 1910-1911

Source: Fall River Public Schools 1911

Style/Form: Classical Revival

Architect/Builder: Unknown

Exterior Material:

Foundation: Brick

Wall/Trim: Brick/Brownstone Trim

Roof: Unknown – Not Visible

Outbuildings/Secondary Structures: None

Major Alterations (with dates): None

Condition:

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.997

Setting: The property is located along a major thoroughfare in a mixed residential and commercial community within the North Main Street Area. The building is approximately 500 feet east of the Fall River Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

2585 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The William J. Wiley Middle School is a rectangular, two-story, five-bay by two-bay, flat-roofed, steel and concrete structure building sheathed in red brick and brownstone trim constructed in the Classical Revival style between 1910 and 1911. The building sits on a slightly sloping landscape with a concrete retaining wall and chain-link fence. The property is dotted with plantings and mixed coniferous trees. An entablature extends around the entire building, with a molded copper cornice, brick frieze, and a brownstone taenia. The building is characterized by one-story and full-height bays on all elevations, including a prominent full-height recessed bay on the west-facing facade, full height bays on the north and south elevations, and a single-story bay window on the east elevation. The centered main entrance, set within the recessed bay, is a character-defining feature with a full brownstone entablature, including a brownstone nameplate set in brick with "WILLIAM J. WILEY SCHOOL" in raised lettering and large carved flanking scrolls, and Doric pilasters. A brownstone staircase leads up to a rounded arched brick doorway with a brownstone keystone. Flanking recessed rounded-arch brick bays with brownstone sills mimic the door surround. Fenestration is regular, with rectangular-shaped, one-over-one sash, non-historic, brownstone-trimmed, ribboned windows. Historic basement windows are intact, with six-pane casements. All doors consist of non-historic aluminum double doors. Two small concrete masonry wall sheds extend from the east elevation with non-historic aluminum pedestrian doors.

HISTORICAL NARRATIVE

The William J. Wiley Public School was constructed between 1910 and 1911 as a nine-room Classical Revival style school in a lightly residentially developed area. Named after a long-time president and member of the Fall River Board of Aldermen, the school officially opened on September 23, 1911. Students came from the Steep Brook, Border City and Borden Schools. It accommodated approximately 260 students in levels Kindergarten through Eighth Grade, with a staff of ten (Beers 1871; Everts & Richards 1895; Sanborn Map Company 1933; Fall River Public Schools 1911:22).

The William J. Wiley School was one of the first new wave of schools to be constructed during a period of educational expansion in Fall River. It was built at a time when the majority of institutional properties constructed were ecclesiastical. During the Late Industrial Period (1870-1915), Fall River experienced extensive residential development, with a high style residential district extending northward from Highland Street. School system administrators began to identify a need for updated educational buildings within the city to address an issue of overcrowded classrooms. School buildings that shortly followed suit included the Hamlet Street School and later, the Ferry Lane School. A string of new school buildings were built following the William J. Wiley School such as the Fall River School Administration Building circa 1915, Doran School in 1926 (MHC No. FLR.99), the Fall River Technical High School in 1929 (MHC No. FLR.3049), and several others. Like the William J. Wiley School, these properties were predominantly masonry buildings constructed in the Colonial Revival and Renaissance Revival styles with flat roofs (MHC 1982:18-19).

Shortly after the building was constructed, school administrators identified a few issues in the property's construction and design. A 1912 Fall River public school system report documented that the building had severely leaking windows, no water access on the second floor, a poorly maintained yard, and no walkway from the street to the front door. Lastly, the school provided only two drinking fountains (located in each of the building's two basements) for approximately 260 students, who shared a single recess period (Fall River Public Schools 1911:35-36).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

2585 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

BIBLIOGRAPHY and/or REFERENCES

Beers, Frederic W.

1871 *Atlas of Bristol County, Massachusetts*. F.W. Beers and Company, New York, NY.

Everts & Richards Co.

1895 *Atlas of Bristol County, Massachusetts*. On file, Freetown Historical Society, Freetown, MA.

Fall River Public Schools

1911 *Annual Report of the Public Schools of the City of Fall River*. Gagnon Printing Company, Fall River, MA.

Massachusetts Historical Commission (MHC)

1982 *MHC Reconnaissance Report: City of Fall River*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1933 *Insurance Map of Fall River, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

2585 NORTH MAIN STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The William J. Wiley Middle School, a two-story, brick and brownstone building at 2585 North Main Street, is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. Under Criterion A, the school has important historical associations with the early-twentieth-century development of Fall River, while under Criterion C, the building is an excellent and intact, local example of an early twentieth-century, Classical Revival style schoolhouse. Constructed between 1910 and 1911, the William J. Wiley School was one of the first new wave of properties to be erected during a period of educational expansion in Fall River to address the issue of overcrowded schools in the city.

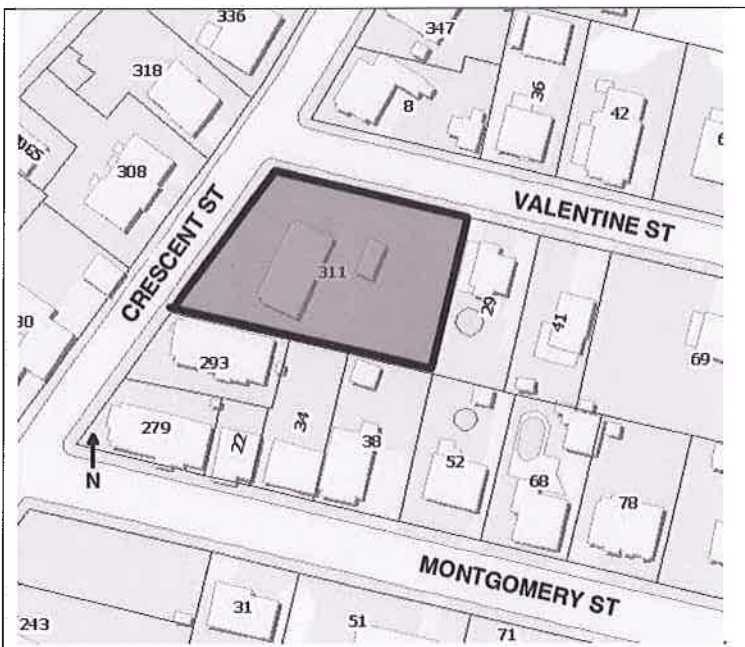
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

T-17-0001

Fall
River

FLR.0074

Town/City: Fall River

Place: (neighborhood or village):

Address: 311 Crescent Street

Historic Name: Residence

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1900

Sources: Style/Visual Inspection; Sanborn Map
Company 1905;

Style/Form: Italianate

Architect/Builder: Unknown

Exterior Material:

Foundation: Parged Stone

Wall/Trim: Wood Clapboard

Roof: Slate Shingle

Outbuildings/Secondary Structures: One detached, side-gable shed (circa 1900).

Major Alterations (with dates): None

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.4

Setting: The property is set on the southeast corner of Crescent Street and Valentine Street within a suburban, residential neighborhood, approximately 400 feet east of the Fall River Secondary right-of-way with views of the Border City Mill.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The residence at 311 Crescent Street is a two-and-one-half-story, seven-bay by three-bay, multi-family, wood framed, French Second Empire style residence constructed circa 1900. The character-defining feature to this house is its simple wood trimmed mansard roof with sinuous molded lintels over the bracketed windows, and a deep bracketed molded cornice. Set on a steeply-sloping topography with a mortared stone retaining wall, the house prominently stands on its small, cleared lot. Three parallel granite stairs with simple iron railings ascend the raised topography, leading to two main entrances. The building has a central brick chimney, a slate roof, clapboard siding, and a parged stone foundation. A large central bay extends from the western façade. Identical entrances are located at each end of the façade to accommodate this multi-family residence. The entrances have paneled wood segmental arched double doors within a molded door-surround and are each set within a one-story wood inset Italianate-style entry porch with a molded cornice, large ornate brackets and spandrels, and squared paneled columns.

HISTORICAL NARRATIVE

The residence at 311 Crescent Street in Fall River, MA is a French Second Empire multi-family house constructed circa 1900 within a neighborhood developed to accommodate workers in the city's booming textile industry of the period. Constructed just 600 feet east of the Border City Mills, the property was likely erected to provide middle- to upper-management with housing that was close in proximity to the mills (Bailey 1877; Rosebrock 1977). Although this property was not likely constructed by the Border City Manufacturing Company (Border City Mills), neighboring properties have been identified as Border City Mills worker housing, including the property at 85 Valentine Street (MHC No. FLR.454), located only a few lots north (Sanborn Map Company 1895; 1905; Fall River Tax Assessor Records). Developed between 1872 and 1889, the Border City Mills initially produced print cloth, expanding in 1901 in the manufacturing of high grade cloth sheeting and skirting. Within the surrounding 20 blocks, the Border City Manufacturing Company constructed approximately 152 tenements to house its work staff (Pereira 1981).

The period between 1870 and 1915 represented Fall River's greatest industrial prosperity. The city reached its peak in new mill construction and extensive development occurred, including a high style residential district extending northward along Highland Street. The city's population grew 366 percent during the period, most of this growth between 1870 and 1900. By 1875, 14,000 of the city's 16,000 wage earners were employed in the cotton mills, most of which were involved in print cloth production. (MHC 1982).

In the 1880s, two-and-one-half-story, Italianate style, multi-family houses with mansard roofs rose in popularity in Fall River. While the majority of the surviving examples have center entrances and flanking two-story polygonal bays, the high style residence at 311 Crescent Street is unique as its entrances flank a centered bay, with delicate, Italianate style inset porches.

BIBLIOGRAPHY and/or REFERENCES

Bailey, O.H. and J.C. Hazen

1877 City of Fall River, Massachusetts. O.H. Bailey and J.C. Hazen, Fall River, MA.

Fall River Tax Assessor Records

Massachusetts Historical Commission (MHC)

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074

1982 *MHC Reconnaissance Report: City of Fall River, MA.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Pereira, J. and P. Vielmetti

1981 *MHC Area Form: Border City Mills, Fall River, MA.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Rosebrock, Ellen

1977 *MHC Building Form: 311 Crescent Street, Fall River, MA.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1895 *Bristol County, Fall River, Massachusetts.* Sanborn Map Company, New York, NY.

1905 *Bristol County, Fall River, Massachusetts.* Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074



View looking southeast at the shed.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

311 CRESCENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

FLR.0074

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The residence at 311 Crescent Street is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C, as an excellent example of a high style, French Second Empire multi-family house constructed in association with Fall River's booming late-nineteenth-century textile industry. Constructed around 1900 in a neighborhood with Border City Mills (1872-1889) worker housing tenements, the property likely provided mid- to upper-management employees with housing. As a well-preserved, high style, Italianate, multi-family home, the property stands out from other similarly-styled properties in Fall River that are more uniformly designed, with centered entrances and flanking two-story polygonal bays.

INVENTORY FORM B CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FALL RIVER 311 CRESCENT STREET

Area(s)	Form No.
	FLR.0074

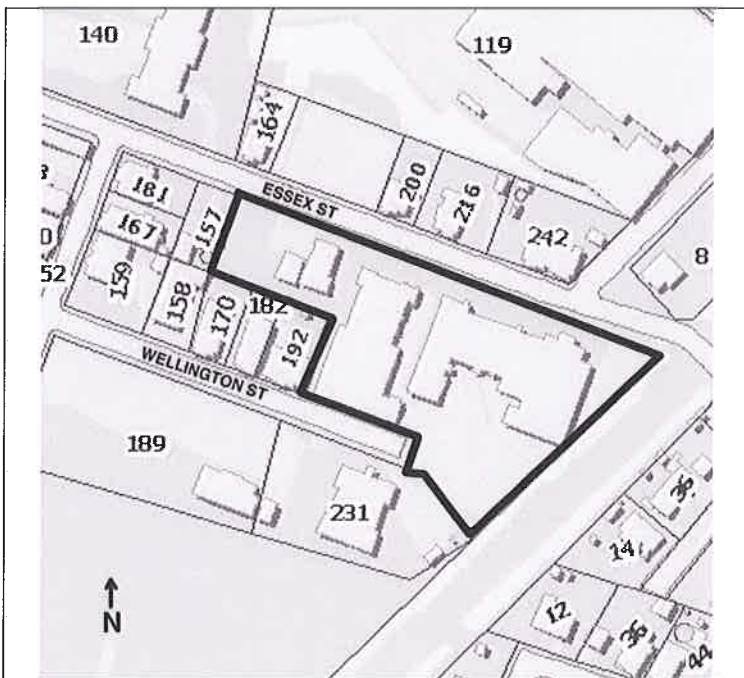
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (month/year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 207 Essex Street

Historic Name: St. Michael's Roman Catholic Church

Uses: Present: Ecclesiastical

Original: Ecclesiastical

Date of Construction: 1896; 1921-1922 Additions

Source: St. Michael's Parish 2012

Style/Form: Neo-Gothic Revival

Architect/Builder: Charles Hodgate Company (Boston)

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick/Concrete

Roof: Unknown – Not Visible

Outbuildings/Secondary Structures: St. Michael's Rectory (1902); St. Michael's School (1957).

Major Alterations (*with dates*): Initially constructed as a basement church in 1896, major additions to the building were made between 1921 and 1922, including the brick upper stories and the concrete facade.

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage:

Setting: The property is set within a predominantly residential, urban, Wellington-Brownell Street Area and located approximately 250 feet west of the Fall River Secondary right-of-way.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

207 ESSEX STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION:

Constructed in 1896 with 1921-1922 additions, St. Michael's Roman Catholic Church is a rectangular-shaped, three-bay by six-bay, gabled Neo-Gothic Revival style brick building with a two-story central nave, flanking one-story aisles, and a contrasting high-style facade of wood-frame construction sheathed in concrete. St. Michael's Roman Catholic Church sits on a property with the former St. Michael's Rectory (1902) to the west and the St. Michael's School (1957) to the east. The topography is raised and retained by a concrete wall. Paved walkways and two sets of concrete stairs with iron railings fill in the remaining open land on the lot.

The north-facing facade was reconstructed between 1921 and 1922 in concrete as it presently appears. The three-bay by one-bay, facade is divided into three sections, from west to east--the nave, an aisle, and an aisle with a rectangular tower. This elevation has shaped parapet roofs with copper flashing, concrete panel sheathing distressed to resemble stucco, full-height corbelled concrete pilasters, a concrete sill sheathed in marble, and a concrete foundation. The prominent, central nave features a large, elaborate stained glass Tudor arch window with cast stone tracery and a concrete frame. Both aisle facades have small rounded-arch stained glass windows with cast stone tracery. All wood paneled doors are surrounded by thick concrete frames sheathed in marble, with flanking pointed marble pilasters and carved terracotta panels.

The remainder of the building consists of a gable-front nave and flanking flat-roofed additions with a copper cornice, stretcher bond brick walls with a soldier trim, and a concrete foundation. Thick brick pilasters capped with concrete decorate the walls of the aisles. The fenestration is regular with stained glass cast-stone tracery windows, concrete lintels, and concrete sills. The nave has Tudor arch windows, the aisles have paired trefoil arched windows with a concrete frame, and the additions have singular trefoil arched windows.

Constructed in 1902, St. Michael's Rectory is a rectangular, two-story, three-bay by four-bay, wood-framed, French Second Empire building with a hipped roof. St. Michael's School was constructed in 1957 as an irregular, two-story, brick building with a tall, narrow, brick chimney piercing the center of the flat roof.

HISTORICAL NARRATIVE

The St. Michael's Roman Catholic Church was constructed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal, who settled in Fall River in the late-nineteenth century. In 1902, the church expanded to include a French Second Empire style rectory adjacent to St. Michael's Church on Essex Street, which has since lost architectural integrity. By 1915, there was a significant influx of Portuguese to the city. In the early 20th century, a few churches associated with the Portuguese community were constructed, but these are no longer extant. Between 1921 and 1922, major alterations were made to the basement church by the Charles Hodgate Company of Boston, MA, who constructed a Neo-Gothic Revival concrete building and facade. The center of a large Portuguese community, the church provided house calls while the church was temporarily closed while under construction. These house calls were carried out by Father John de Fontes Ferraz (Pastor from 1917 until 1944), who conducted baptisms and other religious ceremonies. After the church renovations were completed, the parish began looking for sites to house their school. In 1930, the parish purchased the Fulton Street School from the City of Fall River and four years later the parish received the Lindsey Street School (no longer extant) as a donation. It was not until 1957, when the parish purchased land to the east of the church to construct a new school (MHC 1982; St. Michael's Parish 2012).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

207 ESSEX STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

St. Michael's Roman Catholic Church was built in an area with several religious buildings and structures, including St. Michael's Rectory, St. Matthew's Convent, St. Matthew's School, St. John's Cemetery, and St. Joseph's Church complex to the south (Sanborn Map Company 1933; 1933-1950). The building's construction occurred during a transitional period in Fall River history when construction in Fall River was moving from ecclesiastical buildings to educational buildings. Several massive ecclesiastical buildings were constructed in the late nineteenth century. Catholic properties built during this era included Saint Joseph's Roman Catholic Church (MHC No. FLR.240) and several properties constructed by Louis G. Destremps, a local architect of Catholic properties, including Saint Anne's Roman Catholic Church (MHC No. FLR.1534), Saint Anne's Rectory (MHC No. FLR.1535), Saint Anne's Convent (MHC No. FLR.1521), St. Joseph's Orphanage (MHC No. FLR. 1536), Notre Dame School (MHC No. FLR.1529), and the Jesus Marie Convent (FLR.1528) (MHC 1982).

BIBLIOGRAPHY and/or REFERENCES

Massachusetts Historical Commission (MHC)

1982 *MHC Reconnaissance Report: City of Fall River*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1933 *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

1933-1950 *Bristol County, Fall River, Massachusetts Insurance Maps*. Sanborn Map Company, New York, NY.

St. Michael's Parish, Fall River, MA

2012 "History." *St. Michael's Parish, Fall River, MA*. Available On-line at: <http://smpfr.org/parish/history>.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

207 ESSEX STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

St. Michael's Roman Catholic Church at 199 Essex Street is individually eligible at the local level under Criteria A and C for its associations with the growing Portuguese community of Fall River in the early twentieth century and as an excellent example of the rare Neo-Gothic Revival style. The period of significance for the church extends from 1896, when the property was first developed, until 1922, when major additions to the church in order to accommodate the growing Portuguese community, was completed. The property was developed in 1896 as a basement church to serve a large community of immigrants from the Azorean Islands of Portugal. The building is a well-preserved example the Neo-Gothic Revival style, which was uncommon in late-nineteenth- to early twentieth-century Fall River. The 1921-1922 Neo-Gothic Revival style building and façade was constructed by Charles Hodgate Company of Boston, MA. The church has two, non-contributing outbuildings, including St. Michael's Rectory and St. Michael's School. The rectory, constructed in 1902, has lost significant architectural integrity and the school, built in 1957, was constructed outside of the period of significance.

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: J. Daly, A.Cahoon
Organization: PAL
Date (month / year): December 2012

Assessor's Number USGS Quad Area(s) Form Number

S-13-0008

Fall
River

Town/City: Fall River

Place: (neighborhood or village):

Address: 7 Oregon Street

Historic Name: Westport Manufacturing Company Waste
Department

Uses: Present: Commercial

Original: Manufacturing

Date of Construction: 1918

Source: Plan Record B.9.14.16945 at the Massachusetts
State Archive

Style/Form: Vernacular industrial

Architect/Builder: E. I. Marvell

Exterior Material:

Foundation: Concrete

Wall/Trim: Brick

Roof: Rubber membrane

Outbuildings/Secondary Structures:

None

Major Alterations (with dates):

None

Condition: Good

Moved: no ☒ yes ☐ **Date:**

Acreage: 0.398

Setting: The Westport Manufacturing Co. Waste Department building is located in a residential and commercial neighborhood on a constricted, L-shaped parcel between the Fall River Secondary to the east and Oregon Street to the west. The building faces west towards Oregon Street with its facade forming a street wall. A paved driveway passes along the north side of the building and leads to a parking lot at the rear of the parcel. A narrow alley separates the building from a neighboring commercial structure to the south. The east end of the lot behind the building, where there was formerly a railroad siding and loading dock, is now overgrown gravel.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

ARCHITECTURAL DESCRIPTION

The Westport Manufacturing Co. Waste Department building is a typical early twentieth-century, vernacular industrial mill loft. The brick building is two-stories in height with a partially exposed basement level and has a three-bay-by-nine-bay trapezoidal plan with a slightly angled east elevation designed to accommodate the adjoining railroad right-of-way and railroad siding for the building. The loft has a shallow-pitched "flat" gable roof with a rubber membrane surface, aluminum-clad cornice molding, and open soffits with exposed beveled rafter tails. An elevator tower and a brick firebreak wall project above the roof line. The load-bearing walls are laid in common bond and are divided into regular bays by shallow projecting piers. The primary entrance is deeply recessed within the west end of the north elevation and has an aluminum and glass replacement door. Loading bays with projecting hoist beams and two-leaf wood paneled freight doors are located on the east and south elevations. The lower doors in each bay have been replaced. Two freight doors on the west elevation (for the now-missing railroad platform) are fitted with a two-leaf wood panel door and a steel roll door. The side elevations have two window openings in each bay, and the end elevations have three window openings in each bay. Rectangular cast concrete sills and lintels are continuous across the window openings within each bay and the rectangular openings are fitted with multi-light steel sash. About 25 percent of the sash has been replaced with glass block. An iron fire escape is bolted to the southeast corner of the building. Signs that read "Westport Manufacturing Co. Waste Department" are painted on the east and west elevations.

The building interior is organized into open work floors that are subdivided into two workrooms by the brick firebreak wall. Interior finishes are of typical fire-resistive construction and include beaded, splined plank ceilings; brick walls; and wood strip floors. The exposed frame consists of cast iron posts supporting longitudinal rolled steel stringers, and transverse floor wood beams. Wood stairs enclosed in wood beadboard stairwells with gas pipe railings provide circulation between floors.

HISTORICAL NARRATIVE

Westport Manufacturing Company were producers of coarse cotton yarns used in carpet warp, mops, and wicking. Headquartered in Westport, Massachusetts since 1812, in 1916 the company determined to construct a Fall River facility for the collection of cotton waste from larger textile mills – the chief raw material for their goods. Fall River, whose sizable cotton textile industry was reaching its peak during this period, was an ideal source for such waste. The resulting building was designed by architect E.I. Marvell (not included in standard twentieth-century biographical dictionaries) and was used for baling and storage of cotton prior to its shipment to Westport for recycling into yarn. In the context of existing Fall River textile factories, the loft is a small, but architecturally distinguished example of standard early-twentieth-century fireproof industrial design, as demonstrated by its timber and brick engineering and the firebreak wall that divides the building between its fifth and sixth bays. Westport Manufacturing Company occupied the premises until after 1950. The building is currently used for office and warehouse space and is in good condition (*American Wool and Cotton Reporter* 1912; Anonymous 1918; Foster 1916:351-354; MHC 1982; Sanborn Map Company 1933, 1950).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

BIBLIOGRAPHY and/or REFERENCE

American Wool and Cotton Reporter

1912 Advertisement – Westport Manufacturing Co. *American Wool and Cotton Reporter* January 11:95.

Anonymous

1918 Plan Record Card: Westport Mfg. Co. Warehouse. Building Inspection Department – District Police. On file, Massachusetts State Archives, Boston, MA.

Foster, E. Everton, Ed.

1916 *Lamb's Textile Industries of the United States*. Volume II. James H. Lamb, Boston, MA.

Massachusetts Historical Commission

1982 *MHC Reconnaissance Report: City of Fall River*. On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1933 *Insurance Map of Fall River, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

1950 *Insurance Map of Fall River, Bristol County, Massachusetts*. Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--



Rear and north elevations of Westport Manufacturing Company Waste Department

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

7 OREGON STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December, 2012.
The criteria that are checked in the above sections must be justified here.

The Westport Manufacturing Company Waste Department building is recommended eligible for listing in the National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the property is significant within Fall River's substantial textile industry as it is demonstrative of the geographic and economic connections fostered by the industry within the Southeast Region of Massachusetts. Under Criterion C, the building is a well-preserved example of early twentieth century industrial architecture that demonstrates the principles of fire-resistive design.

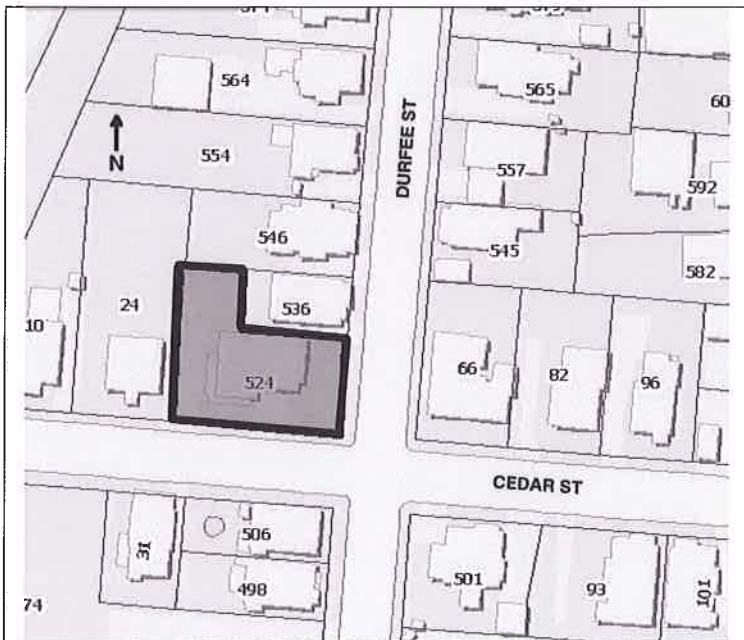
FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

O-14-0037

Fall
River

Town/City: Fall River

Place: (*neighborhood or village*):

Address: 524 Durfee Street

Historic Name: Residence

Uses: Present: Residential

Original: Residential

Date of Construction: Circa 1880

Source: Sanborn Map Company 1888;
Style/Visual Inspection

Style/Form: Italianate

Architect/Builder: Unknown

Exterior Material:

Foundation: Field Stone

Wall/Trim: Wood Clapboard

Roof: Asphalt Shingle

Outbuildings/Secondary Structures: None

Major Alterations (*with dates*): None

Condition: Fair

Moved: no ☒ yes ☐ **Date:**

Acreage: Less than 1 acre

Setting: The property is located on the edge of an urban residential neighborhood on the corner of Durfee Street and Cedar Street. Within the Pearce-Durfee Street Area, the building is just east of Mount Hope Bay and Route 79. It is located approximately 200 feet east of the Fall River Secondary right-of-way.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

524 DURFEE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

☒ Recommended for listing in the National Register of Historic Places.*If checked, you must attach a completed National Register Criteria Statement form.***ARCHITECTURAL DESCRIPTION:**

The residence at 524 Durfee Street is a two-and-one-half-story, three-bay by six-bay, wood-frame Italianate style house constructed circa 1880 with a crossed-gable-front roof and a large, three-story, flat-roofed rear addition circa 1900. The building sits on a steeply sloping lot with a high wooden fence extending across the eastern boundary line. The residence has two brick chimneys piercing the asphalt cross-gable roof and one small brick chimney extending from the flat-roofed addition; clapboard, asphalt, and wood shingle siding; and a brick and stone foundation. Retaining much of its original fabric and design, the house has deeply overhanging bracketed eaves, an inset Italianate-style open side-entry porch with a bracketed flat roof, decorative spandrels, and paneled square supports. A non-historic two-story porch wraps around the south and western elevations of the flat-roofed addition, with a third story porch extending the length of the western elevation. The fenestration is regular, with rounded arch, four-over-four wood sash double hung windows in the gable ends, and six-over-six double hung wood sash windows throughout the remainder of the house with wood frames and molded lintels. Non-historic modifications include the replacement of historic windows with one-over-one vinyl casement windows and a dormer sheathed in vinyl protruding from the north elevation of the cross-gable roof.

HISTORICAL NARRATIVE

Circa 1880, the property at 524 Durfee Street was developed with a multi-family, Italianate style residence and a detached shed. By 1893, the rear addition was built along the western elevation of the residence. At this time, a second multi-family residence, similar in footprint and massing, was constructed on the northeast corner of the property, replacing the shed. Between 1950 and 1994, the northern half of the property, which included the circa 1893 multi-family residence, was divided and sold. By 1933, a garage was constructed in the very southwestern corner of the property. At some point during the mid- to late-twentieth century, this garage was removed. Early property owners included lawyer and member of the Irish-American Historical Society, Henry F. Nickerson, who occupied the property in 1910 (Lee 1910:33, 572).

Located in a dense, residential development laid out by 1850, the residence at 524 Durfee Street was built simultaneously with the construction of neighboring textile mills and coal yards in the late-nineteenth century. The building was erected two properties east of coal industry development along the Old Colony Railroad Line, including the (no longer extant) William F. Thomas Coal Yard and the Globe Coal Company (established in 1881).

In the 1880s, two-and-one-half-story, Italianate style, multi-family houses rose in popularity in Fall River. While the majority of the surviving examples have mansard roofs, centered entrances, and flanking two-story polygonal bays, the high-style 524 Durfee Street House is likely unique as a gable-front building with a delicate, Italianate style, inset, side-entry porch (GoogleEarth 1995; Sanborn Map Company 1888; 1893; 1905; 1933 1933-1950; MHC 1982).

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

524 DURFEE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

BIBLIOGRAPHY and/or REFERENCES

GoogleEarth

1995 *GoogleEarth Aerial Map, Bristol County, Fall River, Massachusetts.* Google.

Lee, Thomas Zanslaur

1910 *The Journal of the Irish-American Historical Society, Volume 9.* Irish-American Historical Society, Providence, RI

Massachusetts Historical Commission (MHC)

1982 *MHC Reconnaissance Report: City of Fall River.* On file, Massachusetts Historical Commission, Office of the Secretary of State, Boston, MA.

Sanborn Map Company

1888 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1893 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1905 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1933 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

1933-1950 *Bristol County, Fall River, Massachusetts Insurance Maps.* Sanborn Map Company, New York, NY.

INVENTORY FORM B CONTINUATION SHEET

FALL RIVER

524 DURFEE STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

The 524 Durfee Street House is individually eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. Under Criterion A, the building has important historical associations with the nineteenth-century residential and industrial development of Fall River and under Criterion C, the building is an excellent, intact, high-style, local example of an Italianate house. Constructed circa 1880, the property was built simultaneously with the construction of neighboring textile mills and coal yards. As a well-preserved, high style, Italianate, multi-family house, the property stands out from other similarly-styled properties in Fall River that are more uniformly designed, with centered entrances and flanking two-story polygonal bays. The house is also a contributing property within the National Register eligible Durfee Street Area.

INVENTORY FORM CONTINUATION SHEET FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002

Prepared by PAL, December 2012

This continuation sheet is a supplement to the existing inventory form.

HISTORICAL NARRATIVE

Borden & Remington Corporation (now Boremco) is one of Fall River's oldest continually-operating firms, has important associations with the city's textile industry and was an early chemical company in the city. The concern began in 1837 when Hale Remington & Company purchased a drug and medicine business on Central Street. About 1850, Hale's son Robert K. Remington took over the business, which was moved to a building on Anawan Street opposite its present location. Robert, serving as a director for multiple textile companies, was intimately connected with Fall River's textile industry and expanded his business to supply chemicals and other raw materials to that rapidly-expanding customer base. Following Robert's death in 1886, the business passed to his son Edward B. Remington and son-in-law Charles F. Borden (previously a bookkeeper and salesmen at the firm) who formed a co-partnership as Borden & Remington. Soon thereafter, the company moved to its present location at 105-115 Anawan Street and expanded its line again to include building supplies, with distribution across southern New England. Period advertisements for the firm show that chemicals and supplies for the textile trade remained a significant proportion of the business, and industrial customers were presumably a major portion of the company building supply sales as well. Following Borden's death in 1909, company control was consolidated back into the Remington family, with the Bordens retaining a minority stake. In 1921, the firm passed out of Borden and Remington hands to Albert A. Harrison, president. During this period, the company employed approximately 100 hands. Sometime after 1950, the company vacated its Anawan Street premises and moved a short distance away to waterfront property on Water Street. Here, the company maintains a large chemical storage and processing plant. With the textile trade significantly diminished in New England, the company focuses on manufacturing products for treatment of municipal and industrial water and wastewater, as well as chemical storage and distribution for customers throughout southern New England (Beers 1871; Borden & Remington Corporation 2011; Earl 1877:113, 128; Elstner Publishing Company 1891:178; *The Fall River News* and *Taunton Gazette* 1899:27; Phillips 1945:163-164; Stone 1930:186; *The Textile Worker* 1914:32).

Insurance maps and current assessor data show that the historical Borden & Remington complex includes five of the six attached buildings, plus one detached building, all currently occupying Parcel N-16-4 at 85-115 Anawan Street. Attached buildings include the main block fronting Anawan Street (1893-1905, originally occupied by Borden & Remington), a three-story brick ell across the back of that structure (1893-1905, originally occupied by Borden & Remington), a two-story wood loft to the west of the main block (1893-1905, originally a machine shop), a brick warehouse on the southwest corner of the main block (1905-1933, woodworking), a one-story storage building on the west end of the complex (1905-1933, now heavily altered as the United Bar and Lounge at 85 Anawan Street), and a shed at the rear of the complex (post-1950, not contributing). These were unified physically into a complex by 1933, and by 1950 all of these structures were occupied by Borden & Remington. The buildings were constructed with multiple fire doors that allowed circulation throughout the complex. Although some of these properties were occupied at earlier times by tenants, their physical configuration under Borden & Remington indicates that most of these structures (excepting the wood machine shop) were all constructed by the firm and some portions thereof let on a temporary basis to other concerns. Also included on the current parcel is a detached one-story brick out-building, whose function is not indicated on historical maps. The property has had no changes to its condition or integrity since the previous survey (Sanborn Map Company 1888, 1893, 1905, 1933, 1950; Patriot Properties 2012).

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002

BIBLIOGRAPHY and/or REFERENCES

Beers, F.W.

- 1871 *Atlas of Bristol County, Massachusetts*. F.W. Beers & Co., New York, NY. Retrieved March 25, 2009 from the world wide web: <http://www.ancestry.com>.

Borden & Remington Corporation

- 2011 About Borden & Remington Corp. Electronic document, <http://www.boremco.com/about-us.htm>, accessed January 2, 2013. Borden & Remington Corporation.

Early, Henry H.

- 1877 *A Centennial History of Fall River, Mass.* Atlantic Publishing and Engraving Company, New York, NY.

Elstner Publishing Company

- 1891 *Inland Massachusetts Illustrated: A Concise Resume of the Natural Features and Past History of Worcester, Bristol and Norfolk and Adjacent Counties*. The Elstner Publishing Company, Worcester, MA.

The Fall River News and Taunton Gazette

- 1899 *Our County and Its People: A Descriptive and Pictorial History of Bristol County, Massachusetts*. The Boston History Company, Boston, MA.

Patriot Properties

- 2012 Unofficial Property Record Card: Parcel ID N-16-0004. Electronic document, <http://fallriver.patriotproperties.com>, accessed January 2, 2013. Patriot Properties.

Phillips, Arthur Sherman

- 1945 *The Phillips History of Fall River, Fascicle II*. Dover Press, Fall River, MA.

Sanborn Map Company

- 1905 Insurance Map of Fall River, Bristol County, Massachusetts. Sanborn Map Company, New York, NY.
- 1933 Insurance Map of Fall River, Bristol County, Massachusetts. Sanborn Map Company, New York, NY.
- 1950 Insurance Map of Fall River, Bristol County, Massachusetts. Sanborn Map Company, New York, NY.

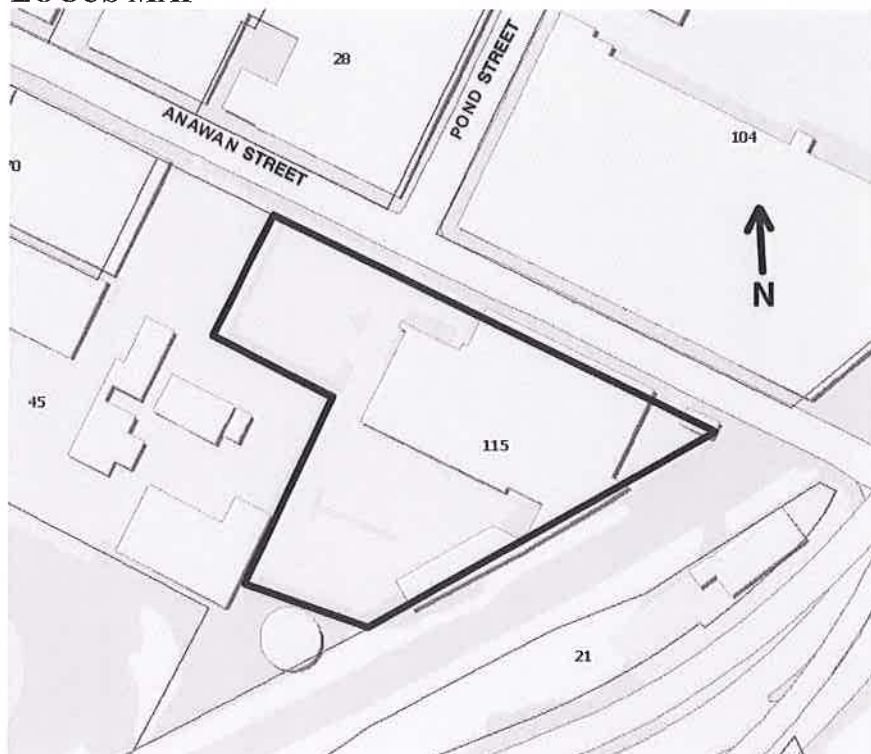
Stone, Orra L.

- 1930 *History of Massachusetts Industries, Volume II*. The S.J. Clarke Publishing Co., Boston, MA.

The Textile Worker

- 1914 "BORDEN & REMINGTON CO Advertisement, *The Textile Worker* Volume II, No. 9 (February):32

LOCUS MAP



INVENTORY FORM CONTINUATION SHEET FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002



Borden & Remington main block (left), loft (left center) warehouse (right rear), and storage (right front).



Borden & Remington main block with ell at right.

INVENTORY FORM CONTINUATION SHEET

FALL RIVER

85-115 ANAWAN STREET

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

FLR.2002

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ DCriteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GStatement of Significance by John J. Daly and Virginia H. Adams, PAL, Pawtucket, RI. December 2012*The criteria that are checked in the above sections must be justified here.*

The Borden and Remington Company complex is recommended eligible for National Register listing at the local level under Criteria A and C in the areas of industry and architecture. Under Criterion A, the building is significant for its associations with Fall River's economically-significant textile industry and with what may be one of the longest continually-operating chemical concerns in the city. Under Criterion C, the Borden and Remington Company Complex is a well-preserved industrial loft and warehouse complex that exemplifies late-nineteenth century mill loft construction techniques and is a unique surviving example of an early twentieth-century chemical supply facility. The property retains its integrity and is in good condition.

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	FLR.2002
Historic Name:	Borden and Remington Chemical and Dye Company
Common Name:	
Address:	105-115 Anawan St
City/Town:	Fall River
Village/Neighborhood:	
Local No:	N-16-4
Year Constructed:	C 1892
Architect(s):	
Architectural Style(s):	No style
Use(s):	Abandoned or Vacant; Other Industrial
Significance:	Architecture; Commerce; Industry
Area(s):	
Designation(s):	



The Massachusetts Historical Commission (MHC) has converted this paper record to digital format as part of ongoing projects to scan records of the Inventory of Historic Assets of the Commonwealth and National Register of Historic Places nominations for Massachusetts. Efforts are ongoing and not all inventory or National Register records related to this resource may be available in digital format at this time.

The MACRIS database and scanned files are highly dynamic; new information is added daily and both database records and related scanned files may be updated as new information is incorporated into MHC files. Users should note that there may be a considerable lag time between the receipt of new or updated records by MHC and the appearance of related information in MACRIS. Users should also note that not all source materials for the MACRIS database are made available as scanned images. Users may consult the records, files and maps available in MHC's public research area at its offices at the State Archives Building, 220 Morrissey Boulevard, Boston, open M-F, 9-5.

Users of this digital material acknowledge that they have read and understood the MACRIS Information and Disclaimer (<http://mhc-macris.net/macrisdisclaimer.htm>)

Data available via the MACRIS web interface, and associated scanned files are for information purposes only. THE ACT OF CHECKING THIS DATABASE AND ASSOCIATED SCANNED FILES DOES NOT SUBSTITUTE FOR COMPLIANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL LAWS AND REGULATIONS. IF YOU ARE REPRESENTING A DEVELOPER AND/OR A PROPOSED PROJECT THAT WILL REQUIRE A PERMIT, LICENSE OR FUNDING FROM ANY STATE OR FEDERAL AGENCY YOU MUST SUBMIT A PROJECT NOTIFICATION FORM TO MHC FOR MHC'S REVIEW AND COMMENT. You can obtain a copy of a PNF through the MHC web site (www.sec.state.ma.us/mhc) under the subject heading "MHC Forms."

Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Thursday, November 08, 2012 at 3:32: PM

FORM B – BUILDING

Assessor's Number USGS Quad Area(s) Form Number

N-16-0004

Fall River

2002

MASSACHUSETTS HISTORICAL COMMISSION
 MASSACHUSETTS ARCHIVES BUILDING
 220 MORRISSEY BOULEVARD
 BOSTON, MASSACHUSETTS 02125

Town: Fall River

Place: (neighborhood or village)
n/a

Address: 105-115 Anawan Street

Historic Name: Borden and Remington Co. Building

Uses: Present: light industry/vacant

Original: chemical company

Date of Construction: c. 1892

Source: City Directory

Style/Form: Three story industrial building with
modest Classical Revival characteristics.

Architect/Builder: unknown

Exterior Material:

Foundation: granite

Wall/Trim: brick

Roof: flat

Outbuildings/Secondary Structures:

Small brick store (?) along Anawan Street.

Major Alterations (with dates): Replacement windows;
infilled arched window openings.

Condition: good

Moved: no | X | yes | | Date _____

Acreage: 1.2 acre

Setting: The property is located on the southerly side of
Anawan Street in a heavily industrialized neighborhood.**Photograph****Topographic or Assessor's Map**

Recorded by: Jeffrey Shrimpton

Organization: MassDOT

Date (month / year): August/2011

RECEIVED

SEP 30 2011

MASS. HIST. COMMI

INVENTORY FORM B CONTINUATION SHEET

[FALL RIVER]

[110-115 Anawan STREET]

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

The Borden and Remington Co. Building is a large three-story flat-roofed brick industrial block that is eight bays wide and eight bays deep. The building is unadorned except for arched window and door openings, and two rudimentary entablatures across the main façade (the upper one including a brick dentil course and developed as the building's cornice), and simple granite detailing. The building's foundation is constructed of granite blocks. All window openings have granite sills. A single course of narrow granite blocks forms the "cornice" of the simple entablature/belt course across the front facade between the first and second stories. The arched window openings have been altered with wooden inserts that create rectangular rather than arched openings. Replacement wooden window sash have been installed throughout the building in a variety of unmatched configurations (1/1, 2/2, 6/6). The most distinctive feature of the building is a vertical tier of wide arched loading bays that extends up the three stories of the front elevation. The projecting metal support for a (now missing) pulley remains attached to the building directly above the loading bays.

A small one-story rectangular brick out-building is located at the northeast corner of the property along Anawan Street. The building is labeled as a store on the 1933 Sanborn map. A building of similar size is shown at this location on the 1905 Sanborn map, but the 1905 map indicates that the earlier building was constructed of wood. The existing brick building is characterized by a hip roof, a wide front display window (now boarded up), and deep eaves exposing jig-sawn rafter ends, giving a Craftsman-style flavor to the building's otherwise utilitarian design.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

The Borden and Remington Co. Building is located in a neighborhood that was highly industrialized in the 19th and early 20th centuries. The building is adjacent to the Fall River Gas Works to the south on Anawan Street, and is across Anawan Street from the National Register-listed American Printing Co.-Metacomet Mill Historic District. The Borden and Remington Co. was established in Fall River in the 1880s. An 1888 Sanborn Fire Insurance Co. map shows that the company was located at that time in a building on the north side of Anawan Street at the intersection of Water Street, in a building that is now within the previously noted National Register-listed historic district. The city directory first lists the company at 105-115 Anawan Street in 1892 and the building is first shown on the 1893 Sanborn map. The entry in the 1892 directory describes the company as "dealers in Calico Printers, Dyers, and Woolen Manufacturers." The company also dealt in paints, varnishes, and starches, according to the directory. The company was no longer listed at its Anawan Street address by the 1950s. By that time the company had relocated to a larger facility on the riverfront. Today, the company is known as Boremco and remains headquartered in Fall River. Boremco is a major chemical manufacturer with worldwide distribution. The building on Anawan Street is under other ownership and is presently used for a variety of light industrial purposes.

BIBLIOGRAPHY and/or REFERENCES

Sanborn Fire Insurance Co. maps, 1888, 1893, 1905, 1933
Fall River City Directories, 1880s-1950s

Photos (February 2011)

1. Borden and Remington Co. Building. View facing east along Anawan Street.
2. Borden and Remington Co. Building. View facing southwest.
3. Out-building. View facing southeast.



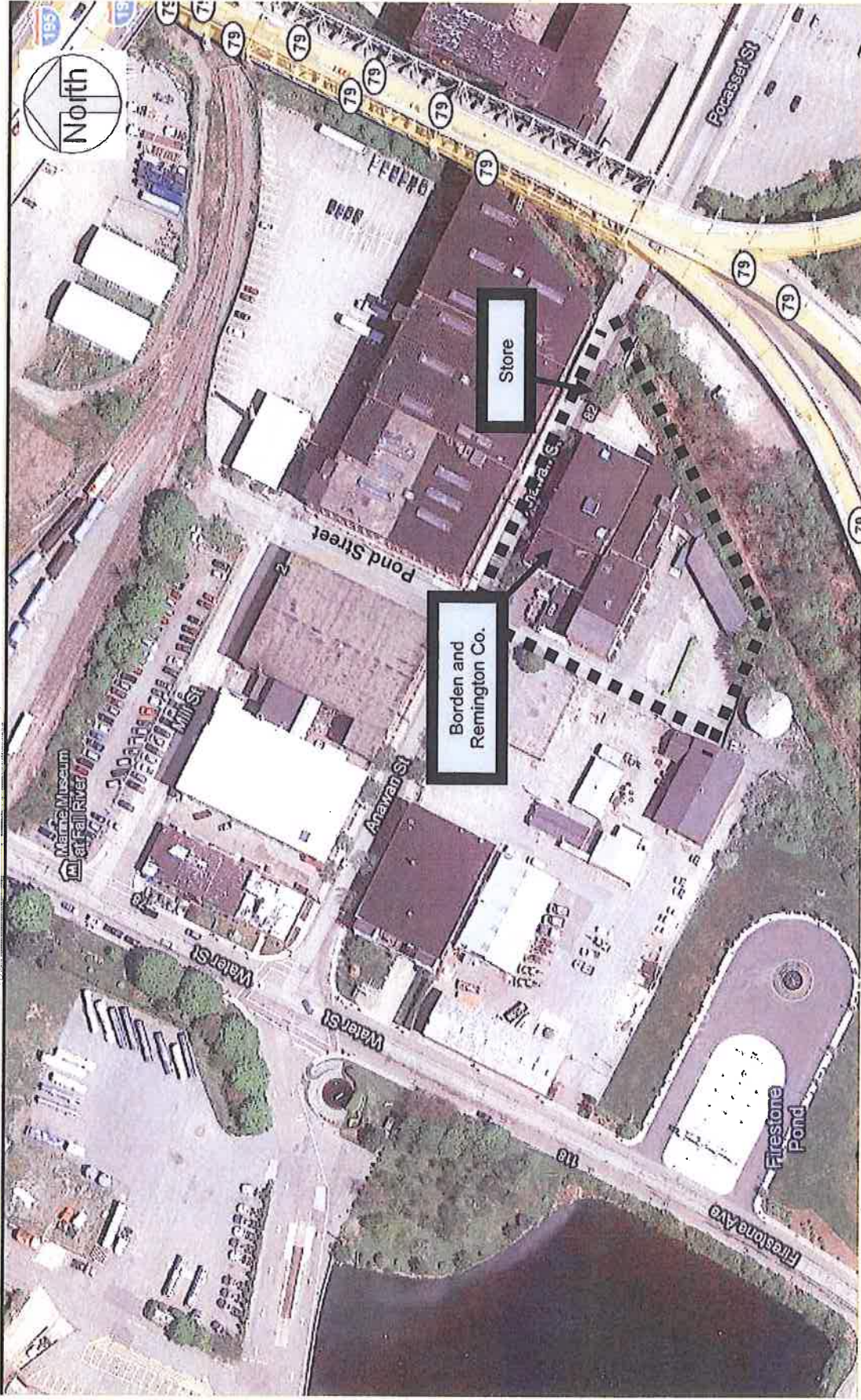
1. Borden and Remington Co. Building. View facing E along Anawan St.



2. Borden and Remington Co. Building. View facing SW



3. Out-building. View facing SE.



Borden and Remington Co.
105-115 Anawan Street, Fall River, Massachusetts
Parcel N-16-0004

Borden and Remington Co.
105-115 Anawan Street, Fall River, Massachusetts
Parcel N-16-0004

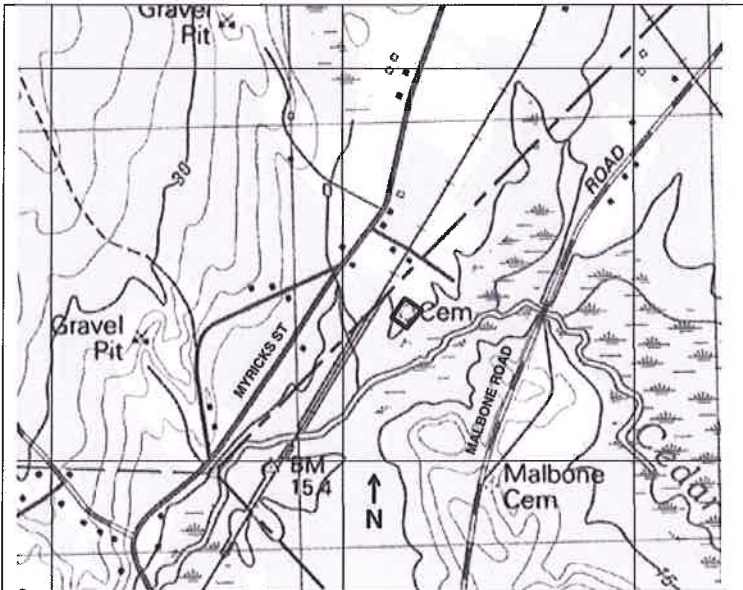
FORM E – BURIAL GROUND

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Assessor's Number USGS Quad Area(s) Form Number

Town: Lakeville

Place (*neighborhood or village*):

Address or Location: Off Adams Lane

Name: Pierce and Haskins Cemetery

Ownership: ☐ *Public* ☒ *Private*

Approximate Number of Stones:

Earliest Death Date: 1785

Latest Death Date: 1892

Landscape Architect: Unknown

Condition: Unknown –No Access

Acreage:

Setting: Set within a rural, residential neighborhood on private property 500 feet southeast of the end of Adams Lane, the cemetery is located 200 feet east of the Fall River Secondary right-of-way. It is situated at the southern edge of a field and bound on all remaining sides by a wooded swamp area.

Recorded by: K. Miller, Q. Stuart, A. Cahoon

Organization: PAL

Date (*month / year*): December 2012

INVENTORY FORM E CONTINUATION SHEET

LAKEVILLE

OFF ADAMS LANE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

☒ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

VISUAL/DESIGN ASSESSMENT

A draft MHC Burial Ground Form was completed in 2002 by Linda Grubb, Lakeville Historical Commission. Building on Grubb's documentation, this MHC Inventory Form was submitted for the purposes of the South Coast Rail project review by PAL of Pawtucket, Rhode Island. No access was possible via private road to the property.

The Peirce and Haskins Cemetery is a small, informal burial ground divided into seven family plots with 45 slate and granite headstones that date from 1785 to 1892, slate footstones, and unmarked plots. The property sits on a slightly raised topography and is enclosed by an iron rail fence with granite posts. The entrance is marked by a 6-foot high, 5-foot-by-nine-inch by four-foot-by-two-inch monument for Abraham Peirce and his two wives, Lucy and Margaret. In addition, Abraham, Lucy, and Margaret have their own individual headstones that pierce the nearby ground. The cemetery contains several distinctive mortuary monuments, including a headstone for Joseph and Esther Allen that bears carved, clasped hands. Engraved on the rear are the names of the Allens' six children, all under the age of thirteen, who have their own individual granite headstones within the Allen family lot. Three stones within the cemetery were carved by D.A. Burt, of Taunton, MA (Grubb 2002).

HISTORICAL NARRATIVE

The Peirce and Haskins Cemetery was originally part of the Holloway farm, settled in 1699, with its earliest gravestone dating to 1785. The cemetery has burials for members of the Peirce family, a family that, throughout the nineteenth century and into the early-twentieth century, resided within the immediate vicinity of the cemetery. Previous research has suggested that the unmarked graves may date to the early- to mid-eighteenth century, with associations to Quaker communities in Lakewood (the Beechwoods and the Myrics), since Quakers during this period commonly left burials unmarked; however, these burials may have simply lost their gravestones over time, due to theft, erosion, and/or deterioration. Although a circa 1970 plot plan indicates that the cemetery is divided into seven plots, no further information about this layout is evident (Grubb 2002; Lakeville Town Clerk's Office Walker 1879; Everts & Richards 1895; Richards 1903).

Likely, the majority of the late-nineteenth-century granite gravestones were locally quarried from a location just southwest of the cemetery. Three granite stones in the cemetery were carved by D.A. Burt, a stone carver from Taunton, MA. Burt started as an apprentice in 1846 to a stone-carving shop established by Samuel Warren at 84 Weir Street in Taunton, only 8 miles away from the Peirce and Haskins Cemetery (no longer extant). After six years of experience at Boston studio run by internationally-renown monument specialist, Alpheus Cary, Burt took over the Taunton shop in 1853. After significant expansion, in 1869, Burt hired a partner, artist R.L. King, who helped to produce mortuary monuments until 1877. In 1881, when Burt established the D. Arthur Burt & Co with E.W. Ellis as partner, the organization was referred to as "a firm of art memorial fabricators of wide celebrity, ranking first in quality and second to few in the volume of production. Their trade is local, suburban, [and] country-wide," (International Publishing Company 1887:128; Grubb 2002; Walker 1879; Everts & Richards 1895; Richards 1903).

INVENTORY FORM E CONTINUATION SHEET

LAKEVILLE

OFF ADAMS LANE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

BIBLIOGRAPHY and/or REFERENCES

Everts & Richards Co.

1895 *Atlas of Bristol County, Massachusetts*. On file, Freetown Historical Society, Freetown, MA

Grubb, Linda

2002 *Draft MHC Inventory Form B Peirce and Haskins Cemetery*. Lakeville Historical Commission, Lakeville, MA. On file, PAL, Pawtucket, RI.

International Publishing Company

1887 *Leading Manufacturers and Merchants of Eastern Massachusetts: Historical and Descriptive Review of the Industrial Enterprises of Bristol, Plymouth, Norfolk, and Middlesex Counties*. International Publishing Company, New York, NY

Richards, L. J.

1903 *Plymouth County and Cohasset Town, 1903*. On File, Historic Map Works, LLC. Westbrook, ME

Walker, George H.

1879 *Atlas of Plymouth County, Massachusetts*. George H. Walker and Company, Boston, MA.

INVENTORY FORM E CONTINUATION SHEET

LAKEVILLE

OFF ADAMS LANE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

--	--

[Delete this page if no Criteria Statement is prepared]

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☒ Individually eligible ☐ Eligible **only** in a historic district
- ☐ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Kathleen M. Miller and Virginia H. Adams, PAL, Pawtucket, RI, December 2012

The criteria that are checked in the above sections must be justified here.

Due to access restrictions, a site visit was not possible to complete photography and documentation and to determine integrity. For the purposes of the South Coast Rail Project review, the Pierce and Haskins Cemetery is considered to be eligible for the National Register of Historic Places.

The Pierce and Haskins Cemetery is eligible for listing in the National Register at the local level under Criterion A for its associations with the historical development of Lakeville and under Criterion C for containing examples of eighteenth- and nineteenth-century funerary art. With headstones that date from 1785 to 1892, the property is one of the earliest burial grounds in the town of Lakeville and serves as a burial site for over 45 community residents. The cemetery also contains a few examples of the work of Taunton stone carver D.A. Burt, who has been identified as a well-known carver who manufactured gravestones for individuals throughout the United States.